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ORDINANCE NO. 184

UNIVERSITY OF CALIFORNIA

AN ORDINANCE OF THE CITY OF GRAND TERRACE, CALIFORNIA APPROVING GENERAL PLAN AMENDMENT GPU-99-01, E-98-15 ADDING THE AIR QUALITY ELEMENT AND RESPECTIVE NEGATIVE DECLARATION

WHEREAS, per State Law the General Plan is the top hierarchical document providing guidance to the City's orderly growth and development; and

WHEREAS, per State Law each element of the City General Plan shall be consistent with each of the others and all other City development documents shall be consistent with it also; and

WHEREAS, the Air Quality Element is consistent with all other General Plan elements as they stand; and

WHEREAS, per State law the General Plan shall be periodically updated to reflect community values, City long term goals and reasonably current data; and

WHEREAS, the Air Quality Management Plan adopted by the South Coast Air Quality Management District in compliance with State law calls upon local governments to play an active role in the improvement of regional and local air quality; and

WHEREAS, the Air Quality Element will guide the City in meeting its obligations to assist in those actions to improve the regional and local air quality; and

WHEREAS, the Air Quality Element includes the following:

1) a discussion of the purpose and reason for the Air Quality Element;
2) an evaluation on air quality in the region and the local area;
3) identification of important air quality issues;
4) a statement of goals, objectives and implementing actions;

WHEREAS, the Air Quality Element addresses all General Plan Task Force and Planning Commission concerns regarding air quality; and

WHEREAS, the Air Quality Element has provided the City with specific implementing actions which can guide the City in its responsibilities to assist in improving local air quality; and

WHEREAS, the Planning Commission, at its meeting of January 7, 1999, recommended approval of the Air Quality Element via a public hearing; and

WHEREAS, the City Council, at its meeting of February 25, 1999, held a properly noticed public hearing for the approval of the Air Quality Element and the respective Negative Declaration.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GRAND TERRACE, CALIFORNIA DOES HEREBY ORDAIN AS FOLLOWS:

Section 1: Repeal those portions of the existing Natural Resources Element of the General Plan which relate to Air Quality Resources.

Section 2: Adopt the Air Quality Element in full as incorporated hereby as Attachment A in this Ordinance.

Section 3: Adopt the Negative Declaration.

Section 4: Direct staff to amend any other City document, map or plan which is not in conformance with the adopted Air Quality Element.

Section 5: Effective Date: This Ordinance shall be in full force and effect at 12:01 a.m. on the 31st day of its adoption.

Section 6: Posting: The City Clerk shall cause this Ordinance to be posted in three (3) public places within fifteen (15) days of its adoption, as designated for such purpose by the City Council.

Section 7: First reading at a regular meeting of the City Council of said City held on the February 11, 1999, and finally adopted and ordered posted at a regular meeting of said City Council on the 25th day of February, 1999.

ATTEST:

Brenda Stanfill
City Clerk of the City of
Grand Terrace and of the
City Council thereof

Mayor of the City of
Grand Terrace and of
the City Council thereof

I, BRENDA STANFILL, City Clerk of the City of Grand Terrace, California,, do hereby certify that the foregoing Ordinance was introduced and adopted at a regular meeting of the City Council of the City of Grand Terrace held on the 25th day of February, 1999, by the following vote:

AYES : Councilmembers Hilkey, Singley, and Garcia; Mayor Pro Tem Buchanan; Mayor Matteson

NOES: None

ABSENT: None

ABSTAIN: None

Brenda Stanfill
City Clerk
Brenda Stanfill

Approved as to form:

City Attorney
John Harper

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PROPOSED

AIR QUALITY ELEMENT

FOR THE CITY OF GRAND TERRACE

February 11, 1999

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THE AIR QUALITY ELEMENT
FOR THE CITY OF GRAND TERRACE

I. PURPOSE

Need for an Air Quality Element

Southern California experiences air pollution. Almost every day, smog stretches from the beach cities in Orange and Los Angeles Counties to the inland valleys of Riverside and San Bernardino Counties. The brown haze affects the health and scenic views of the approximately 14 million people who live within the 13,350 square mile region. This region is known as the South Coast Air Quality Management District (SCAQMD) and includes the City of Grand Terrace.

The air quality in the San Bernardino County region, which includes the City of Grand Terrace, results from a unique combination of factors, air flow patterns and emission sources, both local and those located throughout the region. San Bernardino County exceeds state and federal air quality standards for Ozone (O_3), Carbon Monoxide (CO), Nitrogen Dioxide (NO_2) and Particulate Matter (PM-10). Other air pollutants include sulfur dioxide, hydrocarbons, and lead. Exceedances (see Glossary of Terms) are acute during summer months when onshore wind patterns transport pollutants from the western portion of the South Coast Air Basin (SCAB) combining with local sources (see Figure 1). San Bernardino County records violations of air quality standards in the summer months relative to the rest of the air basin (see Table 1).

Health

Air pollutants pose health problems for the general population, especially young children that are very active outdoors, the elderly, and the sick. Areas where these people congregate are considered sensitive receptors. Examples of sensitive receptors include schools, hospitals, convalescent homes, and nursing homes.

Many public and private studies have been conducted to understand the relationship between air pollution and human health. These studies include the evaluation of short-term exposures to heavy concentrations of pollutants as well as long-term exposures to lower doses of pollutants. The acute symptoms most often reported in conjunction with air pollution include irritation of the eyes and throat, headache, fatigue, tightness in the chest or chest pain, wheezing and cough. The occurrence of a particular symptom or group of

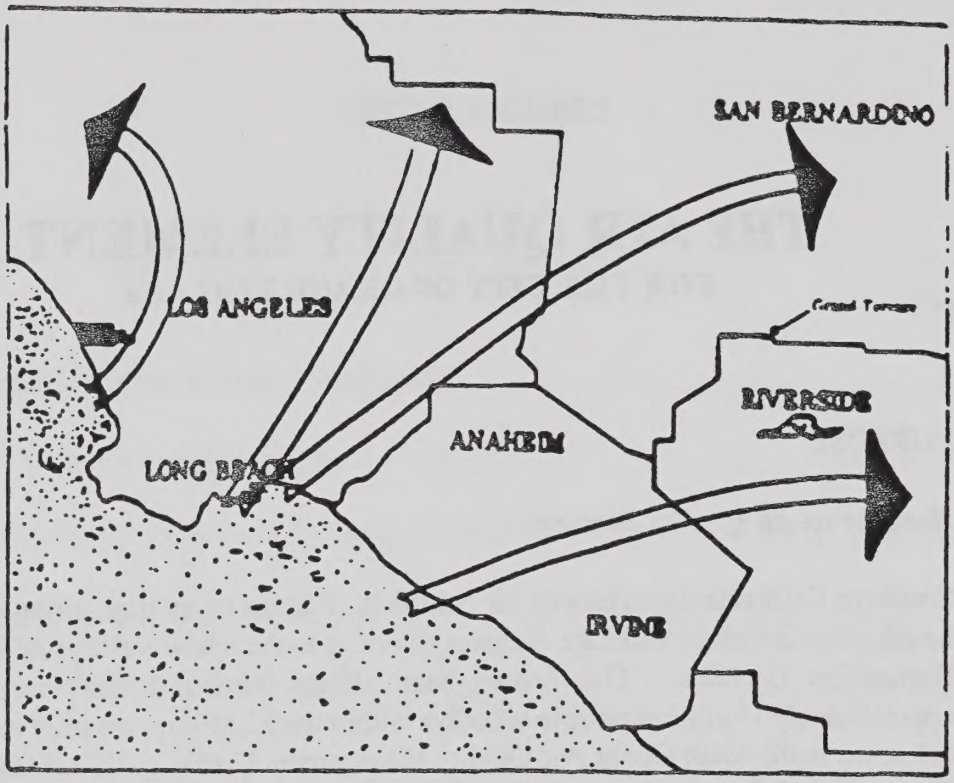


Figure No. 1

County	Site	Year	Exceedance Days			Maximum Concentrations (ppm)	
			State	Federal			
			1-hr	1-hr	8-hr	1-hr	8-hr
Los Angeles	Glendora-Laurel	1995	105	69	81	0.216	0.158
		1996	84	46	50	0.205	0.150
		1997	63	18	24	0.170	0.130
		1998**	51	25	36	0.222	0.171
Riverside	Riverside-Rubidoux	1995	96	51	77	0.213	0.146
		1996	85	34	70	0.203	0.162
		1997	85	13	52	0.187	0.129
		1998**	59	27	55	0.195	0.169
San Bernardino	Lake Gregory	1995	108	63	89	0.256	0.203
		1996	112	62	9[illegible]	0.234	0.164
		1997	89	29	64	0.205	0.138
		1998**	90	50	91	0.244	0.206
San Bernardino	San Bernardino-4th Street	1995	103	60	84	0.203	0.165
		1996	107	62	85	0.239	0.173
		1997	99	32	61	0.197	0.137
		1998**	56	33	46	0.214	0.180

Table No. 1

** All 1998 data are preliminary and subject to further review

symptoms will depend on the mix of pollutants, the level of exposure and individual sensitivity of the particular individual.

Traditionally, people most likely to be affected by ozone have been labeled "sensitives."The elderly and the young are considered especially sensitive to ozone. But so are rugged athletes. In addition, one or more common of the following conditions can make someone smog sensitive:

- pre-existing respiratory disease such as asthma, chronic obstructive lung disease, or allergies;
- heavy exercise during ozone exposure;
- exercise in high temperature and humidity during smog exposure;
- predisposition to pulmonary infection;
- pre-existing disease or nutritional deficiency;
- prior infection or immunological problem;
- prior exposure to pollutant or respiratory irritant;
- heredity

For a more detailed look at the health effects of various kinds of air pollution, see Appendix A, "Air Pollution Sources, Health Effects, and Controls," prepared by the California Air Resources Board and Appendix B, "Health and Environmental Effects of Ground-Level Ozone," prepared by the United States Environmental Protection Agency.

Guide for Local Government

Over the years the South Coast Air Quality Management District (SCAQMD) has adopted several Air Quality Management Plans (AQMP's), most recently in 1994 and in 1997. These AQMP's are required by the California Clean Air Act of 1988. The AQMP calls upon local governments to play an active role and assist governmental efforts in reducing emissions through the implementation of specific actions. The proposed Air Quality Element, which will become part of the General Plan of the City of Grand Terrace, will act as a guide to the City in meeting its obligations to assist in improving the regions air quality.

Relationship of the Air Quality Element to the General Plan

California Government Code Sections 65300 and 65302 require every city and county to draw up and adopt "a comprehensive, long-term general plan for the physical development of the community." Seven general plan elements are required by State law and may be adopted individually or as a single general plan. While air quality is not a required element, Government Code Section 65303 authorizes cities and counties to adopt additional, optional general plan elements which are judged to be relevant to the communities needs. In the past, the 1989 and 1991 Air Quality Management Plans of the South Coast Management District called upon local governments to adopt air quality elements.

The Air Quality Element addresses local issues on air quality and proposes control measures and programs for local government to improve air quality. The goals, objectives and implementing actions of this element correspond to and meet the underlying goals and requirements of the Air Quality Management Plan which apply to local governments. The AQMP includes several control measures and implementation programs which specify an active role by local government in certain specified areas to improve local and regional air quality. While the City of Grand Terrace does not regulate air quality in the area or the region, local actions by the City are required in order to demonstrate conformity to the adopted regional Air Quality Management Plan.

This Air Quality Element focuses on programs that will allow the City of Grand Terrace to contribute to the attainment of regional, state, and federal air quality standards. It includes governmental, transportation, land use, local emissions, and energy conservation strategies which will assist in reducing air pollution to achieve improved local air quality.

II. AIR QUALITY CONDITIONS

History of the Region

Around the turn of the century, Southern California promoters boasted of the healthful air in the Southern California region. Sanitariums were established, particulary in the foothills of the local mountains, to bring tuberculosis patients from the East Coast of the United States to the clean, dry air of Southern California. Rapid industrial growth followed these early years and, by the mid-1940's, the region had the distinction of having the most polluted air in the nation. Much of this is due to the unique regional climate and topography of the South Coast Air Basin (SCAB) which includes the portions of four counties. The City of Grand Terrace lies at the easterly side of the basin (see Figure 2 for a map of the South Coast Air Basin).

According to the 1997 AQMP, the SCAB is currently classified as a non-attainment area for ozone (O_3), fine particulate matter (PM_{10}), carbon monoxide (CO), and nitrogen dioxide (NO_2). Of the federal and state standards exceeded in 1993 within the SCAB, the ozone standard was exceeded most often, followed by the CO and PM_{10} standards. The SCAB is designated as an "extreme" non-attainment area for ozone (O_3) and "serious" nonattainment for fine particulate matter (PM_{10}). In addition, the levels of other pollutants in the SCAB are very high compared to most other areas in the country.

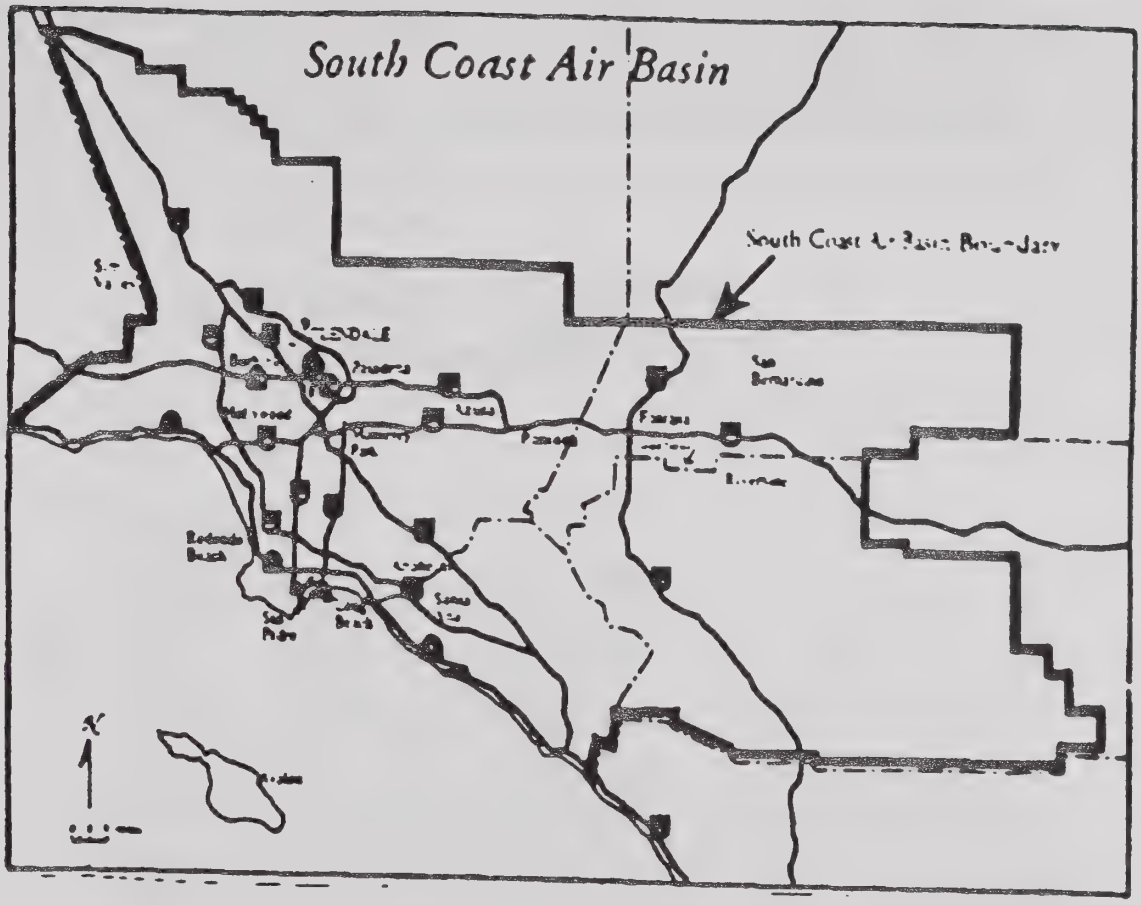


Figure No. 2

The South Coast Air Quality Management District in the 1997 AQMP found:

> That state and federal health-based ambient air quality standards for ozone, carbon monoxide,, nitrogen dioxide, and PM_{10} (fine particulate matter) are regularly and significantly exceeded in the South Coast Air Basin (Basin).

Recent Trends

Over the past 30 years, ozone levels have been reduced by about half in the South Coast Air Basin and other criteria pollutant concentrations have significantly declined. The SO_2 and lead standards have been met in the SCAB; and for first time in 1992, the federal annual NO_2 standard was not exceeded in the basin.

Air quality in the region continues to improve. Last year, El Nino took part of the credit for

improved air quality bringing cooler temperatures and increased cloudiness; factors that suppress smog formation. In 1997, there was only one State I episode, compared to 7 in 1996, and 66 a decade ago in 1987, and 121 in 1977. The one episode of 1997 occurred July 3, 1997 in the San Bernardino Mountains. During Stage 1 episodes, air quality is very unhealthful and everyone should curtail outdoor activities. Figure No. 3 shows the trend in number of reporting station hours above the Stage I Episode Level for the last four years.

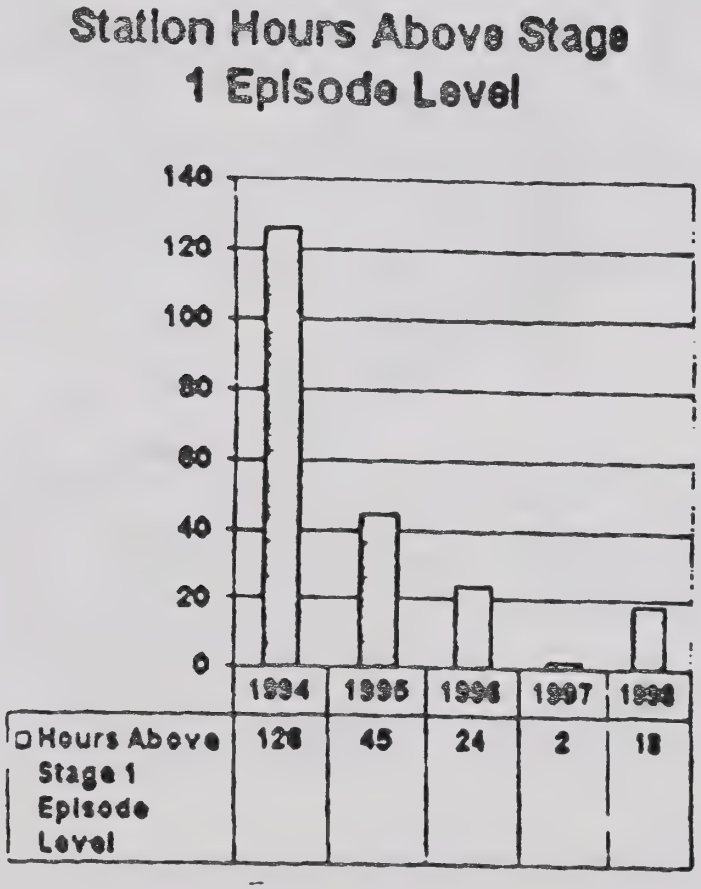


Figure No. 3

Carbon monoxide pollution in Central Los Angeles County, the area with the historically highest levels, exceeded federal standards on 15 days in 1997. This is a significant improvement from 20 days over the standard in 1996 and 38 in 1987.

This year, 1998, a return to more "normal" weather patterns unfortunately brought more smog to the South Coast Air Basin this summer compared to last, but, the good news is that the long-term trend still points to an overall improvement in air quality. Ozone is a good indicator of overall air pollution. Figure 4 shows how ozone levels have declined in the South Coast Air Basin since 1976 in terms of the number of days exceeding the 1-hour federal ozone air quality standard.

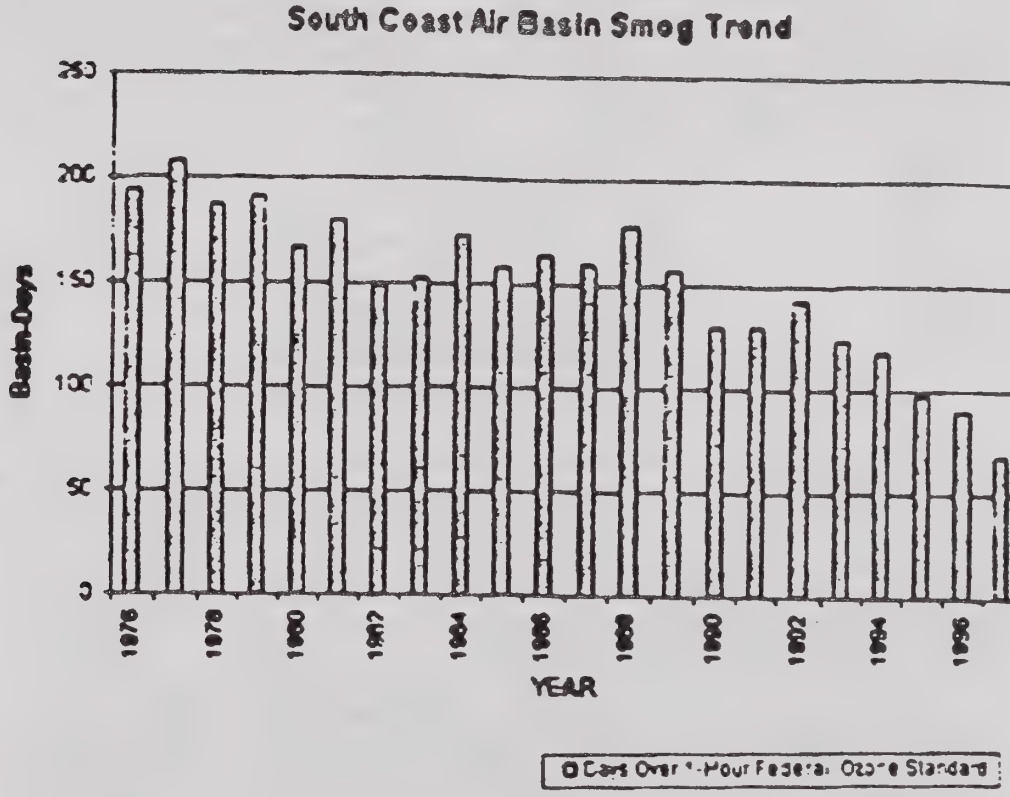


Figure No. 4

History of the Local Area

The air quality in San Bernardino County results from a unique combination of factors air flow patterns and emission sources. San Bernardino County regularly exceeds state and federal air quality standards for ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2) and particulate matter (PM_{10}). Exceedances are acute during summer months when onshore wind patterns transport pollutants from the western portion of the South Coast Air Basin, notably from Los Angeles and Orange Counties and combines with local sources (see Figures 5 and 6 showing typical summer wind patterns for the basin). San Bernardino County records

several violations of air quality standards for ozone and (PM_{10}) in the summer months relative to the rest of the air basin.

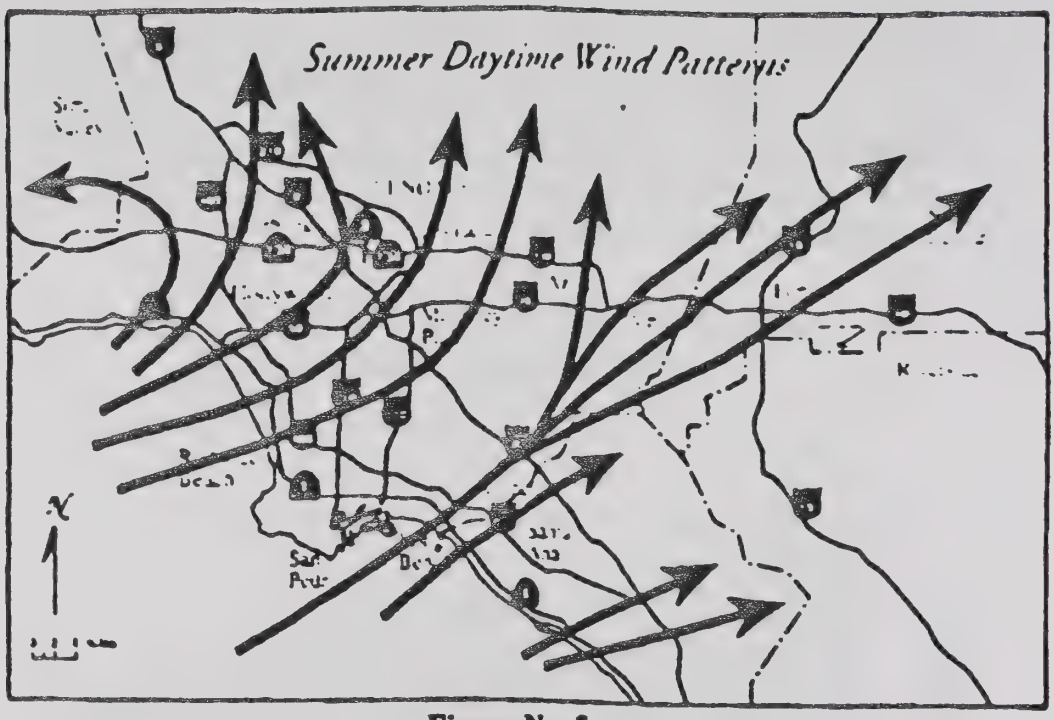


Figure No. 5

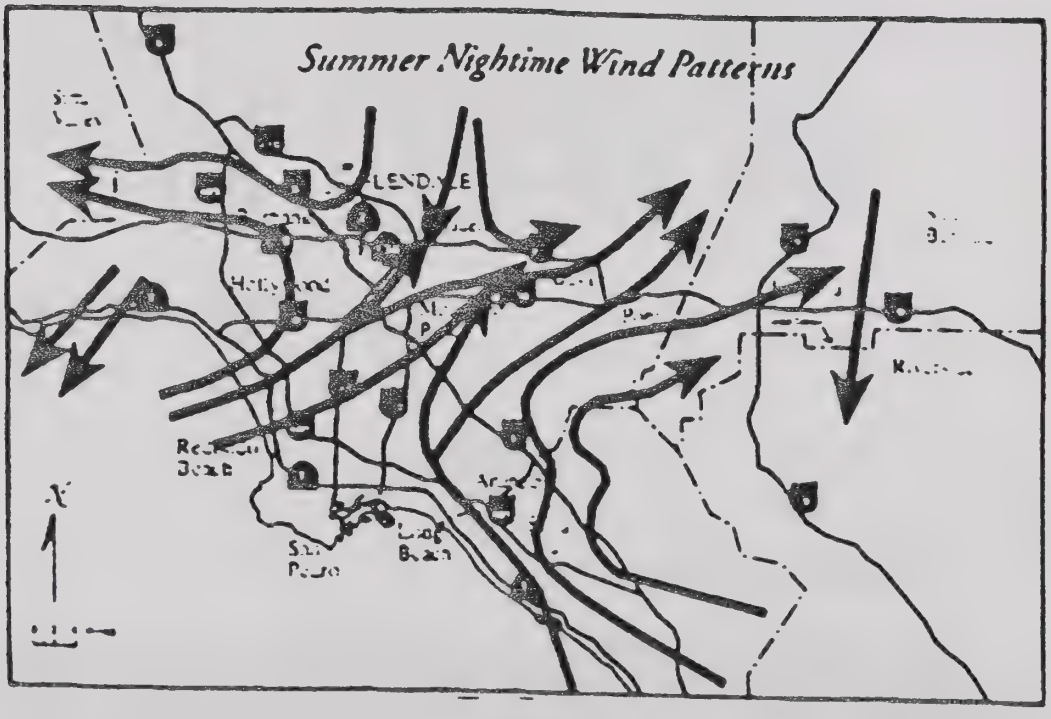


Figure No. 6

As in the rest of the South Coast Air Basin, the trend in the San Bernardino County area has been for air pollution to decrease for the last few years (see Table 2 for Ozone Data and Table 3 for PM_{10} Data). The San Bernardino County portion of the South Coast Air Quality Management District is made up of both valley and mountain areas. These have been divided into seven air monitoring areas, for which the SCAQMD annually summarizes the air quality. As shown on Figure 7, Grand Terrace is split between the Central San Bernardino Valley air monitoring area (No. 34) and the East San Bernardino Valley air monitoring area (No. 35). In 1996 federal air quality standards were exceeded on the average of 63 days for ozone in the Central San Bernardino Valley area. In that same year the federal air quality standards were exceeded on the average of 65 days for ozone in the East San Bernardino Valley Area. No other federal air quality standards were exceeded in the local area for 1996.

AIR RESOURCES BOARD

Ozone Data Summaries (1980-1995)

San Bernardino County

Year	Number of Days Standard Exceeded			Ozone Concentrations in ppm				
				1 hour			8 hour	
	State 1hr	Federal 1hr	Federal 8hr**	Max 1hr	3 Year 4th High*	EPDC*	Max 8hr	3 Year Avg 3rd High*
1995	137	93	115	0.26	0.23	0.232	0.204	0.167
1994	159	115	146	0.26	0.25	0.251	0.193	0.174
1993	177	118	164	0.27	0.25	0.252	0.185	0.181
1992	183	128	170	0.28	0.27	0.264	0.211	0.185
1991	165	116	152	0.29	0.27	0.265	0.204	0.187
1990	163	116	148	0.33	0.28	0.272	0.199	0.190
1989	196	145	177	0.32	0.28	0.276	0.253	0.195
1988	198	157	178	0.35	0.29	0.283	0.250	0.203
1987	185	145	175	0.29	0.32	0.302	0.199	0.203
1986	185	148	171	0.31	0.32	0.319	0.240	0.214
1985	189	159	171	0.34	0.32	0.328	0.253	0.215
1984	197	162	178	0.34	0.32	0.328	0.249	0.214
1983	172	137	150	0.36	0.32	0.353	0.236	0.246
1982	176	137	155	0.32			0.256	
1981	210	171	189	0.36			0.296	
1980	193	157	171	0.44			0.287	

* The 3 year 4th high, 3 year average 3rd high, and Expected Peak Day Concentration (EPDC) are calculated based on data for 3 successive years, listed by the last year of the three year period. The EPDC represents the ozone concentration expected to occur once per year.

** Proposed Federal Standard

Table No. 2

AIR RESOURCES BOARD

PM10 Air Quality Data Summaries (1988-1996)

San Bernardino County

Year	% of Samples Above 24-Hr Standard		Exceeds Annual Standard?		PM10 Concentration in ug/m³				
	State >50ug/m³	Federal >150ug/m³	State AGM	Federal AAM	Max 24-Hr	Max AGM	Max AAM	Max EPDC	Max 99th Percentile
1996	52	0	Y	Y	138	48.2	54.9	183.3	138
1995	59	6	Y	Y	178	50.6	60.8	187.8	178
1994	63	0	Y	Y	147	52.7	60.0	257.8	147
1993	55	0	Y	Y	143	50.1	58.3	257.4	143
1992	62	3	Y	Y	649	62.4	79.0	295.9	649
1991	73	6	Y	Y	389	60.3	58.5	279.3	389
1990	70	11	Y	Y	475	62.7	77.3	323.0	475
1989	84	7	Y	Y	271	69.7	79.7		271
1988	73	*	Y	Y	289	66.9	81.3	111.8	289

Explanations of the terminology in the header above, as well as the sampling program and analytical methods used to collect the data, the PM10 air quality standards, and how to request air quality data

Table No. 3.

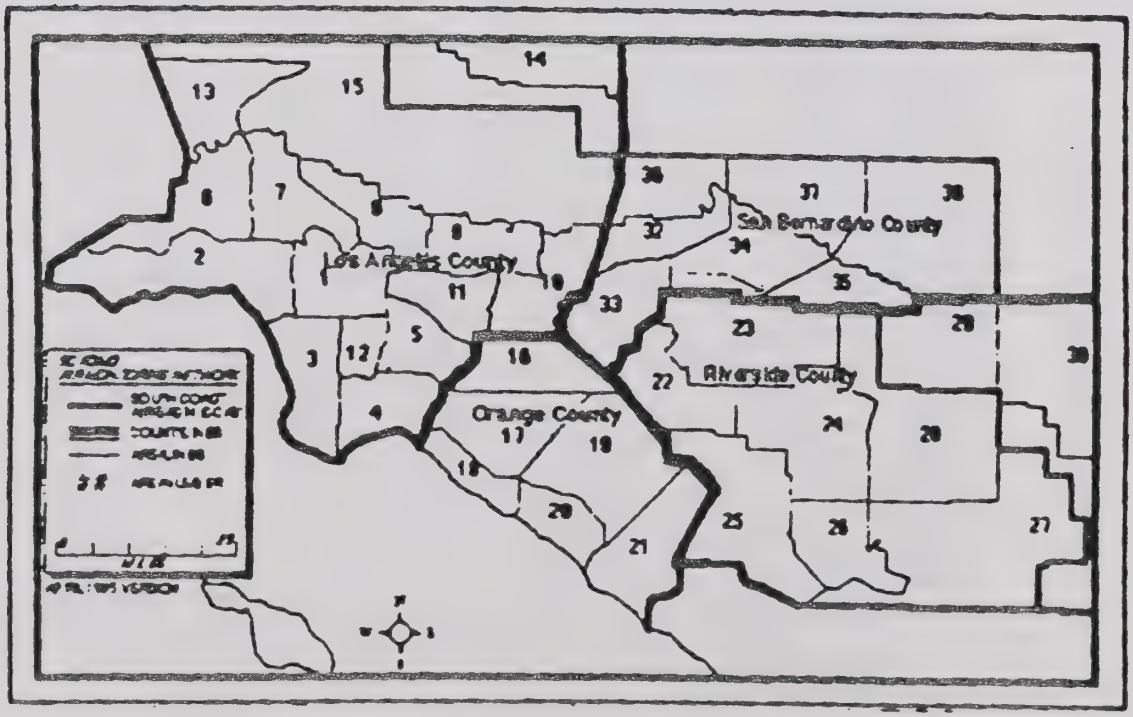


Figure No. 7

For the best year of record, 1997, the federal air quality standards for ozone were exceeded 32 days for the Central San Bernardino Valley area. For the East San Bernardino Valley Area, the ozone standards were exceeded on 35 days. This compares with the period between 1975 and 1984 when federal air quality standards were exceeded on an average of 115 days per year.

III. REGULATORY FRAMEWORK

Air quality in Los Angeles County became so poor by the mid-1940's, that severe inversion patterns would cause ozone concentrations that led to The County Board of Supervisors responded to this problem through the creation of the nation's first Air Pollution Control District in 1946. The District initially focused its efforts on the control of visible soot, smoke, and dust from industry. Not much was known at the time about the invisible components of air pollution. The following discussion summarizes current air quality planning and regulating efforts of federal, state and regional governing bodies.

Federal

The Federal Clean Air Act (CAA), promulgated in 1970 and amended twice thereafter (including the 1990 amendments), establishes the framework for modern air pollution control. The CAA directs the Environmental Protection Agency (EPA) to establish ambient air standards for six pollutants: ozone, carbon monoxide, lead, nitrogen dioxide, particulate matter and sulphur dioxide. The standards (National Ambient Air Quality Standards, or NAAQS) are divided into primary and secondary standards; the former are set to protect human health with an adequate margin of safety and the latter to protect environmental values such as plant and animal life.

The CAA requires states to submit a State Implementation Plan (SIP) for areas that exceed the NAAQS (non-attainment)areas. The SIP, which is reviewed and approved by the EPA, must demonstrate how the federal standards will be achieved. Failure to submit a plan or secure approval of the plan by the EPA could lead to denial of federal funding and permits for such improvements as highway construction and sewage treatment plants. In cases where the SIP is submitted but fails to demonstrate achievement of the standards, the EPA is directed to prepare a Federal Implementation Plan. The CAA classifies the South Coast Air Basin as an extreme non-attainment area and states that the Basin must achieve federal air quality standards.

In 1997, the U.S. Environmental Protection Agency created new federal air quality standards for $PM_{2.5}$ and ozone; and proposed new requirements to reduce the regional haze that impairs visibility. The $PM_{2.5}$ standards complement existing federal and state standards that target the full range of inhalable particulate matter (PM_{10}). Efforts to characterize $PM_{2.5}$ and comply with the federal standards will further progress toward California's own PM_{10} standards.

By the middle of the next decade, the Air Resources Board (ARB) and local air districts must develop State Implementation Plans (SIP's) to reduce unhealthful levels of $PM_{2.5}$ in areas violating the new federal standards. California has previously developed a SIP for ozone and several districts have adopted SIP's for PM_{10}. These efforts provide dual benefits for public health by also reducing emissions that form $PM_{2.5}$. This next step for cleaner air focusing on fine particles will require new technical information, data, and tools.

State

The California Clean Air Act (CCAA) was adopted in 1988; the Act requires each region of the State to adopt a plan to attain the stricter California clean air standards. The Air Resources Board is responsible for reviewing regional plans for compliance with the CCAA. The plans must address toxic air emissions, global warming, and ozone depletion in addition to clean air standards. The 1997 Air Quality Management Plan prepared by the South Coast Air Quality Management District meets these State requirements.

The CCAA requires the establishment of indirect and area source controls to reduce vehicle miles traveled (VMT) and to increase average vehicle ridership (AVR). It specifies the use of "best available retrofit control technology" for existing sources. The CCAA also requires new source review to mitigate all emissions from new and modified permitted sources. There must be consideration of transportation control measures (TCM's) and significant use of low-emission vehicles by fleet operators.

Region

With the aim of complying with all state and federal ambient air quality standards, the South Coast Air Quality Management District (SCAQMD) prepared the 1994 Air Quality

Management Plan (AQMP) and, more recently, the 1997 AQMP. A federal district court district judge ruled on October 5, 1998 that the South Coast Air Quality District must implement all measures in its 1994 Air Quality Management Plan, including some 30 measures subsequently determined to be infeasible or otherwise unavailable. The Court further said that the 1994 Plan is still enforceable because it is the only plan approve by the Federal Environmental Protection Agency (EPA). The EPA has failed to either approve or reject the 1997 AQMP. Because of the legal uncertainty, the Air Quality Element will address the control measures and implementing programs for local governments in both AQMP's.

In addition, the Southern California Association of Governments (SCAG) has prepared the Regional Transportation Plan (RTP) which provides a framework and guidance to local governments in carrying out the implementing measures assigned to local governments. The RTP outlines a long-range strategy to meet mobility, financial, and air quality requirements. It must show how the region will meet Federal air quality standards so that the area can be

eligible for federal transportation funding.

Local

In 1991 a Regional Air Quality Plan was prepared by the County of San Bernardino and the fifteen cities within the San Bernardino County portion of the South Coast Air Basin to carry out the responsibilities for implementing the control measures designated for local government action in the 1989 South Coast Air Quality Management Plan. The Air Quality Element is based, in part, on this Regional Plan but also reflects the implementing measures of the 1994 AQMP, the 1997 AQMP and the Regional Transportation Plan prepared by SCAG.

In addition, the San Bernardino Association of Governments (SANBAG) was formed in 1973 as a Council of Governments providing a forum for city and county elected officials to discuss mutual concerns. SANBAG also serves, among other duties, as the County Transportation Commission and the Congestion Management Agency. It also is involved in commuter services, voluntary rideshare programs, Metrolink, and the cleaner fuels corridor. All of these activities relate, in some way, to the efforts of local governments to meet air quality goals.

IV. AIR QUALITY ISSUES

The Air Quality Element will address various issues which relate to improving regional and local air quality. These issues have come about not only from the planning efforts at the Federal, State and regional level but also through the local planning activities related to updating the City's General Plan.

The General Plan Task Force, made up of seven members of the community, made several recommendations to the City in the form of a Strategic Action Plan which will aid and guide the City in the update of the General Plan of the City of Grand Terrace. These recommendations included several areas which relate both directly and indirectly to activities to improve the City's air quality. In addition, the Task Force adopted "Guiding Principles" for the City which also relate to efforts to improve air quality.

Community Image

The General Plan Task Force of the City of Grand Terrace in its recommendations to improve the City's image called for the planting of trees " to beautify our major corridors." Tree planting has been shown to be effective in combating air pollution. From the City Vision: "All who wish will be able to ride, walk or bicycle via green, blossoming and beautifully landscaped corridors to the town square in the center of town..." In addition, the Guiding Principles for the City of Grand Terrace call for citizens to: "Have fun and enjoy the journey. Celebrate nature, celebrate your heritage and accomplishments. Bring beauty to the residents' eyes and pride to the heart."

Response: This issue is addressed in Objective 16 under the Air Quality Topic "Land Use and Air Quality" and Objective 17 under "Tree planting to Reduce Air Pollution."

Land Use

The General Plan Task Force in its recommendations of the Strategic Action Plan recognized the need to emphasize a "village" atmosphere along Barton Road and to encourage pedestrianship. The Task Force also recommended that "mixed uses" be incorporated into the Barton Road Specific Plan. These land use recommendations will allow a more efficient use of public facilities, discourage the use of polluting modes of transportation, and promote a more livable community. In addition, the Guiding Principles for the City call for residents to: "Have a goal and continually pursue it. Consider the General Plan a living document to provide continuity beyond public officials and staff to enhance quality of life in Grand Terrace."

Response: This issue is addressed in Objective 5 under the Air Quality Topic "Auto Use;" Objective 10, under "Non-Motorized Means of Transportation;" and Objective 15 under "Land Use and Air Quality."

Transportation

The General Plan Task Force recommended in the Strategic Action Plan that the City of Grand Terrace continue to pursue a local shuttle and other alternative transportation modes such as bike lanes in and to the downtown area. The Task Force found that alternative transportation modes would reduce the number of vehicles on the road; keep traffic at a more reasonable level; and encourage pedestrian uses--all activities which would help to improve local air quality.

The City is not self-sufficient in regards to public transportation. The City needs transit facilities to serve the youth and senior citizens of the community. Public transportation besides serving the youth and seniors will both reduce vehicle trips and miles traveled thereby helping to improve the City's air quality.

Additionally, if the recommendations of the North-South Corridor Study, as discussed in the Circulation Element of the General Plan, are ever adopted, the City should insure that the project sponsors provide mitigation to potential traffic impacts to City streets. Such mitigation measures will maintain desired LOS on City streets thereby preventing congestion and avoiding unnecessary adverse impacts to air quality.

The Guiding Principles recognize the need for public services in the City. The Principles call for: "Try your best. Provide high quality public services in a cost effective manner."

Response: This issue is addressed in Objective 5 under "Auto Use;" Objective 9 under "Transit System and Services;" and Objective 10 under "Non-Motorized means of Transportation."

Blue Mountain

The Task Force had several recommendation in regards to preserving and protecting the natural beauty of Blue Mountain, recognizing it as a strong visual image for the City of Grand Terrace. Activities which promote improvement in local air quality would also support preserving the views and beauty of Blue Mountain. In addition, the Guiding Principles call for the City residents to: "Make responsible decisions based on future generations. Conserve natural resources and protect all living systems..."

Response: All of the Objectives of the Air Quality Element will incrementally add to the improvement of air quality in the City of Grand Terrace.

Economic Development

The Task Force made several recommendation for economic development in the City of Grand Terrace. These recommendations included promoting business development in the City and aiding in the expansion of local employment. These activities would provide more employment opportunities for local residents thereby helping to reduce vehicle miles traveled by commuters going to work and having a positive impact on the City's and region's air quality. The Guiding Principles call for the City's citizens to: "Be proud of yourself, transcend. Strive for sustainable economic growth and development of a great City identity."

Response: This issue has been addressed in Objectives 13 and 15 under "Land Use and Air Quality."

Industrial Area

The Task Force made several recommendation for economic development in the City of Grand Terrace. These recommendations included promoting business development in the City and aiding in the expansion of local employment. These activities would provide more employment opportunities for local residents thereby helping to reduce vehicle miles traveled by commuters going to work and having a positive impact on the City's and region's air quality.

Response: This issue as been addressed in Objectives 13 and 15 under "Land Use and Air Quality."

Family & Children Orientation

The Task Force made several specific recommendations to support the City's youth and family oriented culture through health and safety measures. Those activities which would improve air quality would also support such goals by lessening the health hazards associated with air pollution. Also, the Guiding Principles call for residents to: "Know who the most important people in your life are. Give priority to families, children and their needs.

Response: All of the Objectives of the Air Quality Element will incrementally add to the improvement of air quality in the City of Grand Terrace thereby supporting the City's youth and family oriented culture. The issue is also addressed in Objective 17 under "Tree Planting Programs to Reduce Air Pollution."

Future Vision for Grand Terrace

In addition, the General Plan Task Force formulated a "Vision for Grand Terrace" which will guide the update of the General Plan. Those activities which would support the improvement in the City's air quality would also support the carrying out of the stated vision for Grand Terrace. The Vision calls for "...clean and quiet atmosphere, safe and attractive neighborhoods; lovely parks...outstanding panoramic views..." Reductions in air pollution would certainly enhance the attainment of these worthwhile goals. In addition the City Guiding Principles call for: "Take care of yourself. Protect and enhance what we already have, our low density, attractive neighborhoods, our parks and level of safety."

Response: All of the Objectives of the Air Quality Element will incrementally add to the improvement of air quality in the City of Grand Terrace and allow the General Plan Task Force's "Vision" to become reality.

Governmental Organizations

The Air Quality Management Plans, prepared in both 1994 and in 1997, contain approximately 20 control measures to be carried out by local government. These control measures cover such specific areas as emission reductions, energy conservation, fugitive dust, transportation control measures, and advanced transportation technology incentives. The Air Quality Element will address these issues.

In addition, the Southern California Association of Governments (SCAG) has prepared a Regional Transportation Plan (RTP), which is a 20-year transportation blueprint for Southern California. The RTP outlines a long-range strategy to meet mobility, financial, and air quality requirements. It must show how the region will meet Federal air quality standards and other needs based on realistic estimates of transportation funding. The various programs of this Plan requiring local government support to improve air quality will be included in the Air Quality Element.

The General Plan Task Force in adopting the "Guiding Principles" recognized the role that various levels of government play in maintaining the quality of life in the community. The Principles call for: "Be honest. Maintain open and trusting government. Educate the community."

Response: The Objectives of the Air Quality Element have called for the implementation of all of the control measures stipulated for local government by the Air Quality Management Plan prepared by the South Coast Air Quality Management District and the Regional Transportation Plan prepared by Southern California Association of Governments.

AB 2766

The air districts in the State of California annually fund alternative fuel vehicles and other transportation-related programs through a legislative program which uses a portion of vehicle license fees paid by state car owners. Commonly referred to as "AB 2766 Funds," these monies are distributed to the local air districts by the State Department of Motor Vehicles based on the number of vehicles in the area. Each air district has its own established funding cycle and guidelines for accepting project proposals.

On April 11, 1997, the Governing Board of the South Coast Air Quality Management District approved, in concept, a two-year, $26 million FY 1997-99 AB 2766 Discretionary Fund Work Program, including a $6.5 million Local Government Subvention Fund Match Program. Through a simplified application process, this program provides a 25% match to cities and counties within the South Coast Air Quality Management District's jurisdiction that receive AB 2766 City Subvention Funds. The program is designed to encourage cities and counties to implement projects which have a high potential for reducing motor vehicle emissions.

Response: AB 2766 funds will be used to support the Implementation Actions of Objectives 1 and 2 of the Element. These Objectives will provide for local air quality education programs and community participation in reducing air pollution.

Clean Cities

Clean Cities is a locally-based government/industry partnership, coordinated by the U.S. Department of Energy to expand the use of alternatives to gasoline and diesel fuel. Unlike traditional "top-down" federal programs, Clean Cities uses a "grass roots" approach to develop the alternative fuels market, relying on locally based government/industry partnerships coordinated by the Department of Energy to expand the use of alternatives to gasoline and diesel fuel. Local decision makers from both the public and private sectors work as volunteer partners to create and carry out an effective implementation plan for their cities with the ultimate goal of creating sustainable, nationwide alternative fuels market.

Response: This issue was addressed in Objective 4 under "Governmental Organizations,

Roles and Responsibilities," and Objective 11 under "Cleaner Fuels."

Southern California Economic Partnership

In 1994, the Southern California Association of Governments and the South Coast Air Quality Management District created the Southern California Economic Partnership (the Partnership). The Partnerships is a non-profit organization and was established with the specific mission of developing plans to implement advanced transportation technologies throughout the region.

To aid Southern California Cities and counties in advanced technology deployment, The Partnership has developed a "Model City Starter Kit" for each of the technologies. These books provide goals and objectives, implementation worksheets, model policies, model resolutions, and other suggested programs to develop advanced transportation technologies.

The public sector's efforts are intended to foster market conditions conducive to advanced technology deployment. This program includes efforts to encourage local government to:

1) provide technologies/supporting facilities at local government facilities and employment sites; 2) committing to an annual percentage of purchases and/or operating budget to deploy the technologies; 3) provide incentives for businesses within a jurisdiction to use and/or implement the technologies; and 4) adopt appropriate building code and permit requirements.

The General Plan Task Force in formulating the Guiding Principles recognized the need for partnerships to solve community and regional problems. The Principles call for: "Respect other people's values, be patient and be friendly. Promote community participation and formation of partnerships to ensure a sense of belonging and community growth."

Response: This issue has been addressed in Objective 4 under "Governmental Organizations, Roles and Responsibilities," Objective 5 and 6 under "Auto Use," and Objective 9 under " Transit System and Services."

V. STATEMENT OF GOALS AND OBJECTIVES ARRANGED BY AIR QUALITY TOPIC

A. TOPIC ONE - GOVERNMENTAL ORGANIZATIONS, ROLES AND RESPONSIBILITIES

GOAL: To Reduced emissions at the local level by providing leadership, with the guidance from regional and subregional agencies, to the business owners and residents of the City of Grand Terrace on air quality improvement efforts.

Objective 1: *Develop a local air quality education program.*

Implementing Actions:

1. The City will work with the Civic Groups to educate and incorporate AQMP programs and Air Quality Element implementing actions into local business activities. Such activities could include the holding of workshops to encourage local businesses to comply with various programs to help reduce air pollution.

2. The City will work with residents to educate and to encourage implementation of the AQMP and the Air Quality Element. The City would, for example, use the City Newsletter, *The Quarterly*, to provide educational materials regarding activities to improve local air quality.

3 The City will continue to coordinate the use of the City's CNG Vanpool and Electric Vehicle programs to demonstrate the feasibility of alternative fueled vehicles to the residents of the City of Grand Terrace.

4. The City will continue its program of a Public Outreach for the City's Electric Vehicle Charging Stations.

5. The City will utilize such publications as the City's newsletter, *The Quarterly*, to disseminate information on improving air quality to the residents of Grand Terrace. Such articles may follow such themes as the Air Resources Board's *50 Things You Can Do To Reduce Smog* (see Appendix C)

6. The City will continue the outreach/educational program with the purpose of reducing non-work and work trips as called for by Ordinance No. 147, the Trip Reduction Ordinance. This may including publishing information on available ride-sharing programs in the City's newsletter, *The Quarterly*, or holding public forums to discuss ways that residents can improve air quality in the City.

7. The City will continue to seek funding as provided by AB 2766 to support a local air quality education program.

Objective 2: *Encourage community participation.*

Implementing Actions:

1. The City will prepare public participation programs/activities which target City residents, businesses, and industries for the purpose of having them become involved in activities to reduce air pollution. These activities may include:

- Conducting public forums
- Establishing communication and outreach programs
- Making brochures and pamphlets on fighting air pollution available to the City's residents
- Conducting Planning Commission/City Council public workshops
- Utilizing a variety of media forms, i.e. the press, cable TV, or the internet, to maximize citizen involvement.

2. The City will continue to seek funding as provided by AB 2766 to support activities to encourage community participation.

Objective 3: *Coordinate with San Bernardino County, SANBAG and adjacent jurisdictions for consistent and integrated air quality improvement programs.*

Implementing Actions:

1. The City will seek to coordinate with other jurisdictions in San Bernardino County and the whole region to establish parallel air quality plans and implementation programs. The City staff will monitor and attend various meetings and seminars held by SANBAG, SCAQMD and SCAG on air quality issues and programs.

2. Recognizing the connection between transportation, traffic congestion, air pollution and the region's air quality, the City will cooperate with and support:

    a. SANBAG in the implementation of the Congestion Management Program for San Bernardino County.

    b. Regional transportation planning efforts such as the *East Valley Traffic Demand Model Update* and SANBAG's *Comprehensive Transportation Plan.*

    c. The analysis of new development projects within the City of Grand Terrace in accordance with SANBAG's Congestion Management Program Traffic Impact Analysis Guidelines.

3. The City will assist in the dissemination of commuter information from such organizations as Inland Empire Commuter Services and SANBAG. The City will make this information available for public distribution by making its existence known through the City's newsletter, *The Quarterly,* and by keeping pamphlets, flyers and brochures at various public places in the City including

City Hall.

Objective: 4 *Encourage innovative approaches.*

Implementing Actions:

1. The City will support new approaches to improving air quality in the region through: 1) supporting legislation at the state and federal level; 2) cooperating with regional bodies such as SANBAG and the SCAG; and 3) encouragement of agencies/organizations which provide creative solutions to improve air quality such as the use of cleaner fuels.

2. The City will consider joining the *Clean Cities* program in order to participate in the latest, most innovative approaches to utilizing alternative to gasoline and diesel fuels.

3. The City will work with the Southern California Economic Partnership to find the most innovative solutions to employing advanced transportation technologies such as an advanced shuttle transit system, and zero-emission - alternative fuel vehicles.

B. TOPIC TWO - GROUND TRANSPORTATION

GOAL: To support the development of a diverse multi-modal and efficiently operated ground transportation system which generates the minimum feasible pollutants.

AUTO USE:

Objective: 5 *Eliminate Vehicle Trips (VT).*

Implementing Actions:

1. The City will carry out the implementation measures of the Circulation Element of the General Plan to establish, develop and promote systems and amenities for alternative travel modes including bicycle, pedestrian and transit. These measures include the following implementing actions:

    a. Promote measures which reduce reliance on single occupant vehicle usage by enforcement of the Traffic Control Measures (TCM) ordinance which addresses the following: development design standards, land-use patterns, employer based share programs, and bicycle/pedestrian facilities.

b. Public transit will be encouraged by City participation in local and regional transit programs.

c. The City will promote and facilitate the use of the bicycle as an alternative mode of transportation through the development of a City-wide network of bikeways.

d. The City will encourage and facilitate pedestrian movement by creating environments that are conducive to walking and maintaining a "human scale" of development.

e. The City will work closely with the regional transit agencies to ensure the convenient and affordable bus service continues to local residents.

f. The City will work with OmniTrans and SANBAG to implement a public transit system that meets the City's need for internal circulation and connections to regional activity centers and inter-urban transit routes, i.e. internal shuttle.

g. The City will provide amenities on Barton Road to promote pedestrian and bicyclist use, such as a continued system of pedestrian paths and bikelanes to connect the City Center with schools, parks and residential areas.

h. A Pedestrian Sidewalk Master Plan is recommended to be developed, which includes the following elements:

A "Suggested Routes to Schools Plan", as recommended by the Caltrans Traffic Manual. The plan will be developed in cooperation with the school district. The plan will identify preferred pedestrian routes to each school site in Grand Terrace.

A survey of the gaps in the City's sidewalk network to identify locations where sidewalks are needed but do not exist or are deficient. The next step is to prioritize a list of locations where future sidewalk projects should be constructed. The prioritization will be based on need.

2. The City will carry out the implementation of City Ordinance No. 147, the Trip Reduction Ordinance, including its provisions for design standards for new development, new facilities, land use patterns, and employer-based rideshare programs. For example, the City staff will employ such publications

as *Land Use, Transportation and Air Quality* which is a manual for implementing the San Bernardino County Air Quality Plan to review new development and land uses for air quality issues.

3. The City will study the establishment of a program through bicycle lanes or a shuttle to reduce vehicle trips to local high schools that serve the students who live in Grand Terrace and attend the Colon Unified School District.

4. The City will work with the Southern California Economic Partnership to support the use of intelligent vehicle highway systems (IVHS) as suggested by the 1997 Air Quality Management Plan.

5. The City will support the requirement that facilities with 50 or more employees that provide non-owned parking spaces to reduce employee work trips by offering parking cash allowance. This is a mandate of the Air Quality Management Plan prepared by the South Coast Air Quality Management District and is a requirement of the employers of such facilities. There is no financial obligation on the part of the City.

Objective: 6 *Reduce Vehicle Miles Traveled (VMT).*

Implementing Actions:

1. The City will carry out those implementation measures, outlined above in Objective 5, Implementation Action No. 1, of City Ordinance No. 182–The Circulation Element of the General Plan, as they relate to the reduction of vehicle miles traveled.

2. The City will carry out the implementation measures of City Ordinance No. 147, the Trip Reduction Ordinance, as they relate to the reduction of vehicle miles traveled. These include air quality education programs; park and ride facilities; bike trails; an employee telecommuting option; a local shuttle system; and the expansion of the regional bus route within the City limits.

3. The City will work with the Southern California Economic Partnership to support the establishment of telecommunication strategies to reduce the length of auto trips as suggested by the Air Quality Management Plan prepared by the South Coast Air Quality Management District.

Objective: 7 *Support the reduction in vehicle emissions at the local level.*

Implementing Actions:

1. The City will require owners/operators of special event centers to reduce emissions generated by vehicles driven to any special events held in the City. This may require that any Special Event Permit issued by the City for such activities as music concerts or festivals include specific measures to reduce vehicle emissions such as vanpooling and the use of shuttles.

2. The City will support the implementation of the South Coast Air Quality Management District's Rule 2202, On-Road Motor Vehicle Mitigation Options, to reduce vehicle emissions. This rule replaced the region's ridesharing programs to give employers more flexibility in helping to clean the air.

3. The City will support the elimination of excessive curb idling as funds are available whenever this control measure is implemented by the South Coast Air Quality Management District. These measures may include such actions as using traffic signal timing to reduce idling in traffic and controlling the stacking length of drive through facilities.

CONGESTION MANAGEMENT

Objective: 8 *Support congestion management activities*

Implementing Actions:

1. The City will participate with San Bernardino Associated Governments (SANBAG) in the implementation of the Congestion Management Plan.

2. The City will continue its liaison with San Bernardino Associated Governments (SANBAG) on subregional transportation improvements.

3. The City will adopt and implement a "traffic impact fee" ordinance to improve local traffic flow.

4. The City will utilize as large a part of Measure I funding as possible on transportation improvements.

5. If the recommendations of the North-South Corridor Study are adopted, the City will require that appropriate mitigation measures be employed such as restricting additional traffic to preferred routes and maintaining desired LOS (Levels of Service), all activities which would lessen adverse impacts to local air quality.

TRANSIT SYSTEM AND SERVICES

Objective: 9 *Support the expansion of transit services within the City of Grand Terrace and in the region.*

Implementing Actions:

1. The City will lobby regional transportation agencies to expand regional transit systems between the City of Grand Terrace and employment centers in the region. The City will work with such agencies as SANBAG, Metrolink and Omni Trans to both identify regional employment centers and to provide transit services to these employment centers and the City of Grand Terrace.

2. Recognizing the need for public transportation to serve youth and senior citizens, the City will cooperate and participate in efforts to expand bus, rail, and other forms of transit in the region to serve the City of Grand Terrace. This may include working with Metrolink and OmniTrans to improve regional commuter services and expand regional mass transit routes.

3. The City will carry out the implementation of City Ordinance No. 147, the Trip Reduction Ordinance, related to transit services. These measures will include providing transit improvements such as bus pullouts, bus pads, and bus shelters; and also seeking a bus route expansion with the City to increase the opportunity to commute by bus.

4. The City will study and consider the development of park and ride facilities to encourage the use of public transit as called out by Ordinance No. 147.

5. The City will lobby for the construction of a Metrolink-rail station within or in proximity to the City of Grand Terrace.

6. The City will seek the development of a local shuttle to serve the commercial development as called for Ordinance No. 147.

7. The City will work with the Southern California Economic Partnership in the development of an advanced shuttle transit system. This "advanced shuttle transit system" is a term to describe a new system of transit providing access within and between major centers of commerce, transportation and employment throughout the region feeding to rail and bus systems. The transit services may range from shared ride taxis to 12-passenger shuttles.

NON-MOTORIZED MEANS OF TRANSPORTATION

Objective: 10 *Provide safe bicycle and pedestrian pathways and facilities to encourage non-motorized trips.*

Implementing Actions:

1. The City will carry out those implementing actions of the General Plan Circulation Element, Ordinance No. 182, calling for the promotion and development of pedestrian movement and the use of the bicycle as an alternative mode of transportation. These measures include the promotion and facilitate the use of the bicycle as an alternative mode of transportation through the development of a City-wide network of bikeways; and the encouragement of pedestrian movement by creating environments that are conducive to walking and pedestrian friendly streetscape..

2. The City will carry out the implementation of City Ordinance No. 147, the Trip Reduction Ordinance, related to non-motorized means of transportation. These measures include various bicycle and pedestrian facilities such as developing safe bicycle commuter routes and installing sidewalks.

3. The City will complete Phase I of the Bicycle Plan and will implement Phase 11 of the Bicycle Plan when funding is available.

4. The City will develop a Bicycle Master Plan to continue being eligible for state and federal funds for bike lanes and related facilities.

CLEANER FUELS

Objective: 11 *Support activities which would improve vehicle/transportation technology*

Implementing Actions:

1. The City will promote and support legislation calling for cleaner, alternative fuels. The City will monitor new developments in the fuel industry utilizing such agencies and programs as the South Coast Air Quality Management District and the Clean Cities Program to keep abreast of new, cleaner, alternative fuels.

2. The City will promote the use of clean fuel systems by continuing the use of its CNG van and E-1 vehicle and by educating the residents of the City on the merits of clean vehicles.

3. The City will support the development of other alternative fuel vehicles and infrastructure. One method of support would call for legislation for alternative fuel vehicles and infrastructure.

4. The City will consider joining the *Clean Cities* program in order to participate in the latest most innovative approaches to utilizing alternative to gasoline and diesel fuels.

5. The City will support the "Inland Empire's Clean Fuels Corridor" including the activities to provide alternative fuels such as: a)liquefied natural gas (LNG), compressed natural gas (CNG) and electric vehicle (EV) charging stations.

C. TOPIC THREE - LAND USE AND AIR QUALITY

GOAL: To achieve a pattern of land use which can be efficiently served by a diversified/multi-modal transportation system and land development projects which directly and indirectly generate the minimum feasible air pollutants.

Objective: 12 *Manage growth by insuring the timely provision of infrastructure including transportation facilities to serve new development.*

Implementing Actions:

1. The City will incorporate phasing policies and requirements in general plans and development plans to achieve the timely provision of infrastructure (particularly transportation facilities) to serve development. Such requirements would be imposed as part of the entitlement review process for new development.

Objective: 13 *Improve the balance between jobs and housing in order to create a more efficient form.*

Implementing Actions:

1. The City will promote local businesses within its commercial areas to expand the local employment base. The City will continue to employ its economic development strategies to attract new businesses.

2. The City will encourage businesses to employ a portion of its labor force from within the City or close proximity to the City of Grand Terrace.

3. The City will promote labor intensive industrial uses in the west side of the City of Grand Terrace. The City will actively seek out those industrial uses which are labor intensive to increase the local employment base.

Objective: 14 *Protect Sensitive Receptors from the health hazards from air pollution.*

Implementing Actions:

1. The City will support the protection of sensitive receptors such as schools, parks and medical facilities by employing a regional approach to regulating the location and design of land uses which are especially sensitive to air pollution. The City will work with regional organizations such as SANBAG to develop regional guidelines for the placement and design of such uses to minimize the effects of air pollution.

2. The City will study the feasibility of preparing a zoning ordinance amendment which formulates standards for regulating the location and protection of sensitive receptors (such as schools, parks, medical facilities, churches, etc) from air pollutant emissions. Said ordinance may include thresholds stipulation how close such uses could be to air polluting sources such as certain industrial uses or transportation facilities like freeways.

Objective: 15 *Integrate air quality planning with the land use and transportation planning process.*

Implementing Actions:

1. The City will plan for the location and design of new development in a manner that will minimize direct and indirect emission of air pollution. Potential actions may include: (a) emphasize a "village" atmosphere along Barton Road; (b) promoting mixed use development to reduce the length and frequency of vehicle trips; © providing for increased intensity of commercial and industrial development to increase the local employment base; or (d) promoting and providing for the location of ancillary employee services (including, but not limited to child care, restaurants, banking facilities, convenience markets) within the City for the purpose of reducing midday vehicle trips. Such policies will be further developed in the preparation of the Land Use Element update of the City's General Plan.

2. The City will employ the design standards for development as stipulated by Ordinance No. 147, the Trip Reduction Ordinance, when reviewing and conditioning new development in the City. These design standards will reduce vehicle trips and thereby also reduce air pollution. These design standards are listed under Section 16.04.040 (B) of Ordinance No. 147.

3. The City staff will employ such publications as *Land Use, Transportation and Air Quality,* to develop guidelines in which to review new development and

land uses for air quality issues.

4. The City staff will continue to use the provisions of the California Environmental Quality Act to evaluate the impacts of new development on air quality and to develop appropriate mitigation measures. Such evaluations will include the use of the *CEQA Air Quality Handbook* prepared by the South Coast Air Quality Management District.

Objective: 16 *Promote the use of lighter colored roofing and road materials.*

Implementing Actions:

1. The City will consider the adoption and implementation of an ordinance requiring the use of lighter colored roofing and road materials. Lighter colored roofing and road materials have been found to lower ambient temperatures in urban areas. The lower the temperature, the less ozone is made and the less air pollution there is.

D. TOPIC FOUR - TREE PLANTING TO REDUCE AIR POLLUTION

GOAL: Support tree planting programs to reduce air pollution.

Objective: 17 *Implement an urban and community forestry program for tree planting and management as defined by the U.S. Department of Agriculture, Forest Service, Southern Region.*

Implementing Actions:

1. The City will combine its beautification programs which should include tree planting with air pollution reduction efforts to both beautify the City and to improve City air quality. Trees have been found to be a very effective biological agent to remove air pollutants and improve air quality. Tree leaves absorb carbon dioxide and other poisonous gases and, in turn, replenish the atmosphere with oxygen for us to breathe.

2. Renderings of an ideal Barton Road, Mt. Vernon corridors street scape will be developed, as funds allow, to provide examples of the city vision of the street scape to prospective developers.

3. Develop and pursue funds for implementation of a tree planting and management program per U.S. Department of Agriculture guidelines which includes but is not limited to tree inventories, participation of schools and other community groups, sources of grant funding, etc.

4. While the program is being developed, adopt a tree ordinance to regulate the planting, maintenance and removal of trees on rights-of-way and City facilities.

5. That for every tree removed from City parkways, a new tree be planted of a mature size or two trees of a small size.

6. The City shall study the feasibility of adopting a city-wide tree preservation ordinance.

7. The City to initiate the project and pursue funding for a median on Barton Road to include appropriate large scale/tall trees.

E. TOPIC FIVE - NON-MOTORIZED EMISSIONS

GOAL: To seek the minimum practicable emissions from the construction and operation of roads and buildings.

Objective: 18 *Reduce particulate emissions from roads, parking lots, and construction sites.*

Implementing Actions:

1 The City will continue to sweep City streets approximately once a month.

2. The City will study the feasibility of preparing an ordinance to control particulate emissions created from unpaved roads, drives, vehicle maneuvering areas, parking lots and vacant lots in conformance with the criteria established by the State Air Resources Board. The feasibility study will explore such issues as what is the economic impact on business in the City if such an ordinance is adopted and what is the possibility of voluntary compliance.

3. The City will study the feasibility of preparing an ordinance to eliminate the outdoor storage of sand, gravel and other particulate matter which is left uncovered. The feasibility study will explore such issues as what is the economic impact on business in the City if such an ordinance is adopted and what is the possibility of voluntary compliance.

4. The City will study the feasibility of preparing an ordinance to control particulate emissions from construction and demolition activities and on-site construction traffic flow by requiring such things as truck wheel washers and paving of access roads. The feasibility study will explore such issues as what is the economic impact on business in the City if such an ordinance is adopted and what is the possibility of voluntary compliance.

5. The City will study the feasibility of preparing an ordinance requiring the installation of liners on truck beds, truck loads to be covered, and maintain freeboard levels for trucks used in construction activities. The feasibility study will explore such issues as what is the economic impact on business in the City if such an ordinance is adopted and what is the possibility of voluntary compliance.

F. TOPIC SIX - ENERGY CONSERVATION

GOAL: To reduce emissions through reduced energy consumption.

Objective: 19 *Reduce energy consumption through energy conservation improvements and requirements.*

Implementing Actions:

1. The City will comply with relevant codes and requirements including Title 24 of the California Administrative Code to insure that maximum energy conservation is employed in existing and proposed development.

Objective: 20 *Reduce emissions resulting from swimming pool water heaters and residential and commercial water heaters.*

Implementing Actions:

1. The City will seek to adopt incentives and regulations to reduce emissions from swimming pool, residential and commercial water heaters through such devices as low No_x burners, heat pump water heaters and solar water heating.

Objective: 21 *Promote the local recycling of wastes and use of recycled materials.*

Implementing Actions:

1. The City will continue to comply with and implement the provisions of AB 939 to divert solid waste from the waste stream for recycling purposes.

2. The City will continue to use the City newsletter, *The Quarterly*, to educate the public on ways to recycle waste and the necessity to do so.

VI. FISCAL CONSIDERATIONS:

The Community and Economic Development staff will continue to seek funding from such sources a AB 2766 to support the implementation of various objectives of the Air Quality Element. Other objectives will be supported by existing funding sources such as Measure I. The staff will vigorously explore existing grants and programs to support the objectives of the Element. Lastly, some of the objectives of the Air Quality Element will be supported through the requirements placed on new development in the way of design controls and exaction fees such as that for traffic mitigation to reduce traffic congestion and thereby improve local air quality.

VII. CONCLUSION

Everyone wants cleaner air, a better place to live and work, and a healthy environment. The problem is that it will require a significant commitment by local government, business, and area residents to obtain cleaner air.

To successfully achieve the prescribed federal and state air quality standards, the City, local businesses, employees and residents will all need to play a role in implementing these actions. The role of each party is separate and distinct but critical to the success in improving local air quality.

Glossary of Terms and Acronyms

Air Quality Standard - A numerical limit on the allowable concentration of a specific pollutant in the ambient air, as established by the Federal Environmental Protection Agency and/or the State Air Resources Board. Primary standards set by these agencies are based on the levels required to protect public health of the general population and sensitive groups (such as the young and the elderly). Federal secondary standards are based on levels required to protect public welfare (including preventing deterioration of crops, landscaping, natural resources, visibility, and building materials). Standards have been established for ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), suspended particulate matter (PM_{10}), sulfates (SO_4), lead (Pb), hydrogen sulfide (H_2S), vinyl chloride, and visibility-reducing particulates.

AQMP - Air Quality Management Plan

ARB - California Air Resources Board.

ATSAC - Automated Traffic Surveillance and Control. Caltrans and the City of Los Angeles Department of Transportation (LADOT) are incorporating this system for computerized traffic signal operation into the Smart Corridor demonstration project, which will be used as a model for other smart corridor projects, including Colorado Street in Glendale.

Automobile-Oriented Development - Site planning with uses configured for ease of access by car (See Pedestrian-Oriented Development and Transit-Oriented Development).

AVR - Average Vehicle Ridership. AVR is a measurement of the success of carpooling strategies.

Bicycle Lane - A bicycle lane striped on a roadway shared with other vehicles. Also known as Class II Bicycle Facility.

Bicycle Path - A bicycle path in a right-of-way separate from other vehicles. For example, the Ballona Creek Bicycle Trail. Also known as a Class I Bicycle Facility.

Bicycle Route - A bicycle route signed on a roadway shared with other vehicles. Also known as Class III Bicycle Facility.

Caltrans - California Department of Transportation.

Capital Improvement Program - A list of City-approved projects to improve transportation facilities and other infrastructure systems.

Carbon monoxide (CO) - A criteria air pollutant that is a highly toxic, odorless, colorless gas which binds to hemoglobin in the bloodstream in the place of oxygen molecules. By reducing the oxygen-carrying potential of blood, CO causes heart difficulties in people with chronic diseases, reduces lung capacity, impairs mental functioning, and may aggravate arteriosclerosis.

CCAA - California Clean Air Act. This act requires all regions of the state to attain California Clean Air Standards (stricter than federal standards).

CEC - California Energy Commission.

CHP - California Highway Patrol.

CMP - Congestion Management Program. A plan required by state law for certain counties to monitor, regulate and improve regional traffic flow conditions. LACMTA has prepared the CMP for Los Angeles County. Local General Plan Circulation Elements must be made consistent with the County CMP.

CO Plan - Federal Attainment Plan for Carbon Monoxide. Prepared by the SCAQMD in 1992, this plan demonstrates attainment of federal clean air standards for carbon monoxide by the year 2000.

Criteria pollutants - The six air pollutants regulated by federal standards, including ozone, carbon monoxide, particulates, nitrogen dioxide, sulfur dioxide and lead.

CTS - Commuter Transportation Services.

Density Bonus - The allowance of additional building density (square footage or number of residential units) in exchange for the provision of specific amenities such as affordable housing or child care services. Density bonus is often used as an incentive to encourage project developers to provide needed services or amenities.

Dial-A-Ride Service - A special on-demand transit shuttle service which, when provided, generally is for the elderly and disabled for transportation within a defined service area. (See also Fixed-Route Bus.)

EPA - Environmental Protection Agency.

Exceedance - An occurrence of pollutant concentrations which exceed established air quality standards. For instance, data from the Pasadena air monitoring station indicated exceedances of the ozone standard on about one-in-three days in 1990.

FCAA - Federal Clean Air Act. First adopted in 1955, and most recently amended in 1990, this is the primary federal regulation which mandates the nation to attain clean air.

FETSIM - Fuel Efficient Traffic Signal Management.

FIP - Federal Implementation Plan. A requirement of the Federal Clean Air Act that the EPA develop a FIP for states which do not demonstrate satisfactory progress toward attainment of federal clean air standards.

Fixed Route Bus Service - Bus service that operates only on a designated path. Riders can depend on buses arriving within specific time period at specific stops; the buses do not change travel routes to accommodate special travel needs. (See also Dial-A-Ride)

Flexible Fuel Vehicle - A vehicle which operates on low-polluting fuels, but could also burn unleaded gasoline.

Guaranteed Ride Home - A service provided by an employer to employees who carpool, vanpool or ride public transit, to provide rides home when necessary due to emergencies or occasional changes in commute schedule.

Headway - The time between two successive public transit (bus or rail) vehicles. A headway of 20 minutes means a frequency of 3 buses per hour.

HOV - High Occupancy Vehicle. A vehicle that is transporting several people, such as a bus or carpool.

HOV Lanes or Facilities - Roadways, lanes and associated facilities developed in a separate right-of-way designated for the exclusive use of vehicles with more than a preset number of occupants; such vehicles often include buses, taxis, carpools and vanpools.

Hydrogen sulfide (H_2S) - A hazardous air pollutant regulated by the state Air Resources Board through air quality standards in a manner similar to the criteria pollutants. It is emitted by mining, refining, manufacturing and decomposition of organic matter and results in acute effects on the nervous and respiratory systems.

Impact Fee - A charge assessed by a city on new private construction to offset the public costs of needed transportation infrastructure improvement or other needed uses or services, such as schools, affordable housing or parks.

Infrastructure - Those improvements which serve as the underlying foundation for land development. These improvements include streets, storm sewers, sanitary sewers, water supply and other utilities.

Jobs-Housing Balance - Jobs-Housing balance refers to land use policies which are intended to reduce traffic by bringing home and work locations closer together.

LACMTA - Los Angeles County Metropolitan Transit Authority.

LACMTA 30-Year Plan - a strategic planning tool or framework to develop and evaluate the most cost-effective means of providing for Los Angeles County's transportation needs

LACTC - Los Angeles County Transportation Commission. Merged with SCRTD to form LACMTA.

LEAD (Pb) - A criteria air pollutant emitted from leaded gasoline and diesel combustion and metal smelting and processing facilities. Lead affects the formation of blood cells, the kidneys, and central nervous system, especially in young children less than 5 years old. Requirements for sale of unleaded gasoline vehicles have resulted in attainment of air quality standards for lead for many years.

LRT - Light Rail Transit. Medium capacity rail public transit that provides passenger capacities ranging from 2,000 to 20,000 passengers an hour. Light rail can operate on either grade separated rights-of-way reserved rights-of-way, or in mixed traffic on city streets.

M85 - A blend of 85% methanol and 15% unleaded gasoline.

M100 - 100% methanol

MTA - L.A. County Metropolitan Transportation Authority.

Mixed Use - Type of development which includes a combination of land uses within a single development (such as residential and commercial).

Mode - In transportation, refers to the type of transportation used, such as automobile, bus, bicycle, walking, etc.

Multi-Modal - Utilizing different types of transportation like auto, bus, bicycle, walking, etc., to move from one place to another.

Nitrogen dioxide (NO_2) - A criteria air pollutant that is a reddish-brown toxic gas formed by fuel combustion. This chemical compound increases the incidence of chronic bronchitis and lung irritations, and reduces resistance to infections such as influenza. In the presence of hydrocarbons, NO_2 is a precursor to ozone formation.

NMOG - Non-Methane Organic Gases - See Reactive Organic Gases

Ozone (O_3) - A criteria air pollutant that is a colorless gas. Ozone exposure results in eye irritation and damage to lung tissues, reduced resistance to colds and pneumonia, aggravates heart disease, asthma, bronchitis, and emphysema. It is not emitted directly from human sources, but comes from the reaction of hydrocarbons (HC) or reactive organic gases (ROG), and nitrogen oxides (NO_x) in the presence of sunlight in the atmosphere. Although ozone is the air contaminant for which standards are set, its precursors (HC and NO_x) are the pollutants which must be controlled. Ozone which results from this process should not be confused with stratospheric ozone, which is necessary to prevent exposure to harmful electromagnetic radiation.

Particulates - see suspended particulate matter

Pedestrian-Oriented Development - Pedestrian oriented development systems provide clear comfortable pedestrian access to commercial or mixed-use areas and transit stops. Pedestrian routes should be located along and visible from streets. Primary pedestrian routes and bikeways should be bordered by the entrances to buildings and public parks and uses. (See also Transit Oriented Development).

PMP - Parking Management Plan.

Proposition A - The half-cent sales tax approved by voters in Los Angeles County in 1980 for public transit. Of the Prop-A revenues, 25 percent is returned to local jurisdictions for local transit services, 35 percent is used by LACMTA to develop the countywide rail system, and 40 percent is allocated at the discretion of LACMTA.

Proposition C - Voter approved legislation, administered by Los Angeles County, which raises additional sales tax revenues for funding of transportation projects

PUC - Public Utilities Commission.

Reactive Organic Gases - Organic compounds which are emitted into the air by both stationary, mobile and natural sources and combined with nitrogen oxides under sunlight to form the pollutant ozone.

RCP - Regional Comprehensive Plan. A plan in preparation by SCAG for the six-county area of Los Angeles, Orange, Riverside, San Bernardino, Ventura and Imperial Counties. The RCP is expected to be the blueprint for managing the growth and resources in the region and will contain policies and guidelines for local and subregional planning programs.

RECLAIM - Regional Clean Air Incentives Market. A program adopted by the SCAQMD in 1993 which allows certain stationary source industrial firms which reduce pollutants beyond target levels to sell "pollution credits" to other firms unable to attain pollution reduction targets.

Regulation XV - The set of rules adopted and administered by the SCAQMD requiring employers with work sites in the South Coast Air Basin of 100 employees or more to submit and implement TDM plans designed to increase the Average Vehicle Ridership.

Rideshare - Automobile trips that carry two or more people from home to work or to other destinations, such as carpools and vanpools.

RTIP - Regional Transportation Improvement Program.

SCAB - South Coast Air Basin.

SCAG - Southern California Association of Governments.

SCAQMD - South Coast Air Quality Management District.

SCRTD - Southern California Rapid Transit District. Merged with LACTC to form LACMTA.

Air Quality Management Plan - Most recently adopted by SCAQMD in 1989 and 1991, with a three-year update planned for 1994, the AQMP provides a blueprint for long-term attainment of federal and state air quality standards in the South Coast Air Basin.

SIP - State Implementation Plan. A compilation of the state's regional Air Quality Management Plans (see AQMP) to show the state as a whole complies with the Federal Clean Air Act.

Smart Corridor - A transportation corridor designed to coordinate between a freeway and parallel arterials streets, to focus through-traffic into the freeway corridors. Certain mechanisms such as computerized and centrally controlled traffic signalization, electronic traffic advisories and higher traffic speeds are implemented to facilitate use of these corridors. (See ATSAC)

Staggered Work Hours - A method to reduce traffic congestion during the peak rush hours, by staggering the work start time for employees.

STIP - State Transportation Improvement Program.

Subscription Bus Service - Charter buses hired by employers to provide employees with transit service.

Sulfur dioxide (SO_2) - A criteria air pollutant that is a colorless gas with a pungent, irritating odor largely formed from fuel combustion. It irritates and damages lung tissue and aggravates symptoms of heart and lung disease. Both NO_2 and SO_2 react to form particulates, in the presence of moisture, they create acid mist.

Suspended particulate matter (PM_{10}) - A criteria air pollutant, also known as inhalable particulate matter that refers to small solid or liquid particles (aerosols), such as soot, dust, and mists. Particulates aggravate chronic heart and lung disease symptoms, produce respiratory problems, and often transport toxic elements such as lead, cadmium, antimony, arsenic, nickel, vinyl chloride, asbestos, and benzene compounds. Suspended particulates also absorb sunlight, producing haze and reducing visibility.

TCM - See Transportation Control Measure.

TDM - See Transportation Demand Management.

Telecommuting - Working at home, through the use of a computer or other means, to avoid traveling to work during peak congestion periods.

TMA - Transportation Management Association, a parent organization of TMOs, used to monitor and coordinate TMOs throughout the City. A group of people and/or employers joined together in a legal agreement, whose purpose includes the sharing of TDM information. The Glendale TMA provides services to over 17,000 employees.

TMO - Transportation Management Organization, an organization of an employer or group of employers to facilitate the use of TDM measures to reduce traffic. A group of people and/or employers joined together in a legal agreement, whose purpose includes the sharing of TDM information.

Transportation Control Measures (TCM) - Steps taken by the City to adjust traffic patterns or reduce vehicle use with the objective of reducing vehicular emissions of air pollutants. TCMs are specifically called for under the AQMP.

Transportation Demand Management (TDM) - A program of specific measures designed to encourage alternatives to private automobile use and thereby reduce transportation demand. Such measures include carpool

and vanpool matching, preferential parking, transit ridership incentives and subsidies, guaranteed ride home, parking charges, bicycle facilities and amenities, staggered work hours and alternative work week programs

Transportation Systems Management (TSM) A catch-all term for methods used to improve the operation of roadways and intersections by low-cost measures within the existing right-of-way. TSM includes both TDM and TCMs.

TRO - Trip Reduction Ordinance, an ordinance established to require, or provide incentives to, employers to implement TDM measures to reduce the amount of traffic they generate (due to trips by commuting employees, visitors, deliveries, etc.)

UMTA - Urban Mass Transit Administration.

Vehicle Miles Traveled (VMT) - VMT refers to lowering the overall vehicle miles traveled within a given community.

APPENDIX 'A'

Air Pollution Sources, Health Effects, and Controls

This page updated October 7, 1998.

Where does air pollution come from? How does it affect people and the environment? How can we control, or better yet, prevent it? The following table summarizes the sources, effects, and prevention and control methods for ten of the most important air pollutants in California.

POLLUTANT	SOURCES	EFFECTS	PREVENTION and CONTROL
Ozone (O_3)	Formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage; and pesticides.	Breathing difficulties, lung tissue damage, vegetation damage, damage to rubber and some plastics	Reduce motor vehicle reactive organic gas (ROG) and nitrogen oxide (NOx) emissions through emission standards, reformulated fuels, inspections programs, and reduced vehicle use. Limit ROG emissions from commercial operations and consumer products. Limit ROG and NOx emissions from industrial sources such as power plants and refineries. Conserve energy.
Respirable Particulate Matter (PM_{10})	Road dust, windblown dust, agriculture and construction, fireplaces. Also formed from other pollutants (acid rain, NOx, SOx, organics). Incomplete combustion of any fuel.	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling	Control dust sources, industrial particulate emissions, woodburning stoves and fireplaces. Reduce secondary pollutants which react to form PM_{10} Conserve energy.
Fine Particulate Matter ($PM_{2.5}$)	Fuel combustion in motor vehicles, equipments, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (acid rain, NOx, SOx, organics).	Increases respiratory disease, lung damage, cancer, and premature death, reduced visibility; surface soiling	Reduce combustion emissions from motor vehicles, equipment, industries, and agricultural and residential burning. Precursor controls, like those for ozone, reduce fine particle formation in the atmosphere.

Carbon Monoxide (CO)	Any source that burns fuel such as automobiles, trucks, heavy construction and farming equipment, residential heating.	Chest pain in heart patients, headaches, reduced mental alertness	Control motor vehicle and industrial emissions. Use oxygenated gasoline during wintermonths. Conserve energy
Nitrogen Dioxide (NO_2)	See Carbon Monoxide	Lung irritation and damage. Reacts in the atmosphere to form ozone and acid rain.	Control motor vehicle and industrial combustion emissions. Conserve energy.
Lead	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint	Learning disabilities, brain and kidney damage	Control metal smelters. No lead in gasoline. Replace leaded paint with non-lead substitutes.
Sulfur Dioxide (SO_2)	Coal or oil burning power plants and industries, refineries, diesel engines	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Visibility Reducing Particles	See $PM_{2.5}$	Reduces visibility (e.g. obscures mountains and other scenery), reduced airport safety, lower real estate value, discourages tourism	See $PM_{2.5}$
Sulfates	Produced by reaction in the air of SO_2, (see SO_2 sources), a component of acid rain	Breathing difficulties, aggrevates asthma, reduced visibility	See SO_2
Hydrogen Sulfide	Geothermal power plants, petroleum production and refining, sewer gas	Nuisance odor (rotten egg smell), Headache and breathing difficulties (higher concentrations)	Control emissions from geothermal power plants, petroleum production and refining, sewers sewage treatment plants

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Air Pollution and What You Can Do

APPENDIX 'B'

United States Environmental Protection Agency
Office of Air & Radiation
Office of Air Quality Planning & Standards

FACT SHEET

July 17, 1997

HEALTH AND ENVIRONMENTAL EFFECTS OF GROUND-LEVEL OZONE

Why are We Concerned about Ground-Level Ozone?

- Ozone is the prime ingredient of smog in our cities and other areas of the country. Though it occurs naturally in the stratosphere to provide a protective layer high above the earth, at ground-level it is the prime ingredient of smog.

- When inhaled, even at very low levels, ozone can:

  - cause acute respiratory problems;
  - aggravate asthma;
  - cause significant temporary decreases in lung capacity of 15 to over 20 percent in some healthy adults;
  - cause inflammation of lung tissue;
  - lead to hospital admissions and emergency room visits [10 to 20 percent of all summertime respiratory-related hospital visits in the northeastern U.S. are associated with ozone pollution]; and
  - impair the body's immune system defenses, making people more susceptible to respiratory illnesses, including bronchitis and pneumonia.

Who is Most at Risk from Exposure to Ground-Level Ozone?

- Children are most at risk from exposure to ozone:

  - The average adult breathes 13,000 liters of air per day. Children breathe even more air per pound of body weight than adults.
  - Because children's respiratory systems are still developing, they are more susceptible than adults to environmental threats.
  - Ground-level ozone is a summertime problem. Children are outside playing and exercising during the summer months at summer camps, playgrounds, neighborhood parks and in backyards.

- Asthmatics and Asthmatic Children:

  - Asthma is a growing threat to children and adults. Children make up 25 percent of the population and comprise 40 percent of the asthma cases.
  - Fourteen Americans die every day from asthma, a rate three times greater than just 20 years ago. African-Americans die at a rate six times that of Caucasians.
  - For asthmatics having an attack, the pathways of the lungs become so narrow that breathing

- For asthmatics having an attack, the pathways of the lungs become so narrow that breathing becomes akin to sucking a thick milk shake through a straw.
- Ozone can aggravate asthma, causing more asthma attacks, increased use of medication, more medical treatment and more visits to hospital emergency clinics.

- Healthy Adults:

  - Even moderately exercising healthy adults can experience 15 to over 20 percent reductions in lung function from exposure to low levels of ozone over several hours.
  - Damage to lung tissue may be caused by repeated exposures to ozone -- something like repeated sunburns of the lungs -- and this could result in a reduced quality of life as people age. Results of animal studies indicate that repeated exposure to high levels of ozone for several months or more can produce permanent structural damage in the lungs.
  - Among those most at risk to ozone are people who are outdoors and moderately exercising during the summer months. This includes construction workers and other outdoor workers.

How does Ground-Level Ozone Harm the Environment?

- Ground-level ozone interferes with the ability of plants to produce and store food, so that growth, reproduction and overall plant health are compromised.

- By weakening sensitive vegetation, ozone makes plants more susceptible to disease, pests, and environmental stresses.

- Ground-level ozone has been shown to reduce agricultural yields for many economically important crops (e.g., soybeans, kidney beans, wheat, cotton).

- The effects of ground-level ozone on long-lived species such as trees are believed to add up over many years so that whole forests or ecosystems can be affected. For example, ozone can adversely impact ecological functions such as water movement, mineral nutrient cycling, and habitats for various animal and plant species.

- Ground-level ozone can kill or damage leaves so that they fall off the plants too soon or become spotted or brown. These effects can significantly decrease the natural beauty of an area, such as in national parks and recreation areas.

- One of the key components of ozone, nitrogen oxides, contributes to fish kills and algae blooms in sensitive waterways, such as the Chesapeake Bay.

What Improvement Would Result from EPA's New Standards?

EPA's new ozone standards will provide increased protection beyond that provided by the previous standard from the following effects:

- Reduced risk of significant decreases (15% to over 20%) in children's lung functions (such as difficulty in breathing or shortness of breath), approximately 1 million fewer incidences each year, which can limit a healthy child's activities or result in increased medication use, or medical treatment, for children with asthma

- Reduced risk of moderate to severe respiratory symptoms in children, hundreds of thousands of

fewer incidences each year of symptoms such as aggravated coughing and difficult or painful breathing

- Reduced risk of hospital admissions and emergency room visits for respiratory causes, thousands fewer admissions and visits for individuals with asthma

- Reduced risks of more frequent childhood illnesses and more subtle effects such as repeated inflammation of the lung, impairment of the lung's natural defense mechanisms, increased susceptibility to respiratory infection, and irreversible changes in lung structure. Such risks can lead to chronic respiratory illnesses such as emphysema and chronic bronchitis later in life and/or premature aging of the lungs

- Reduce the yield loss of major agricultural crops, such as soybeans and wheat, and commercial forests by almost $500,000,000.

Background: What is Ground-level Ozone?

- Ozone is not emitted directly into the air, but is formed by gases called nitrogen oxides (NOx) and volatile organic compounds (VOCs) that in the presence of heat and sunlight react to form ozone. Ground-level ozone forms readily in the atmosphere, usually during hot weather.

- NOx is emitted from motor vehicles, power plants and other sources of combustion. VOCs are emitted from a variety of sources, including motor vehicles, chemical plants, refineries, factories, consumer and commercial products, and other industrial sources.

- Changing weather patterns contribute to yearly differences in ozone concentrations from city to city. Also, ozone and the pollutants that cause ozone can be carried to an area from pollution sources located hundreds of miles upwind.

APPENDIX 'C'

Fifty Things You Can Do For Cleaner Air

Tired of breathing dirty air? Well, you can help reduce air pollution.

Every time you drive to work or school, use your heater or air conditioner, clean your windows or even style your hair, you make choices that can reduce or increase air pollution.

This pamphlet shows you how to reduce air pollution. When more people make clean air their business, we'll all breathe easier.

Drive Less

In California, about half the air pollution comes from cars and trucks. Two big ways to reduce air pollution are to drive less, even a little less, and to drive smart. Fewer trips in your car or truck will help cut air pollution. And how you drive can reduce your car's air pollution contribution.

Driving less doesn't mean you have to stay home. Try combining driving with other ways of getting where you want to go:

1. Carpool.
2. Walk or ride a bike.
3. Shop by phone or mail.
4. Ride public transit.
5. Telecommute.



Drive Smart

Driving smart keeps pollution at a minimum:

6. Accelerate gradually.
7. Use cruise control on the highway.
8. Obey the speed limit.
9. Combine your errands into one trip.
10. Keep your car tuned and support the Smog Check Program.
11. Don't top off at the gas pump.
12. Replace your car's air filter.
13. Keep your tires properly inflated.
14. Report smoking vehicles.
    - Call #SMOG on your cellular phone.
    - Call your local air pollution control district at 1-(800) [illegible]

- Call your local air pollution control district at 1 (800) END-SMOG

That's not all. When shopping for your next car...

15. Look for the most efficient, lowest polluting model or even a zero-polluting electric car. (Check out ARB's Guide to Cleaner Cars).

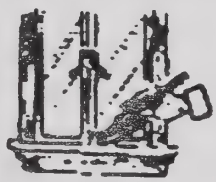
And if you must drive on days with unhealthy air...

16. Drive your newest car. Newer cars generally pollute less than older models.

Choose Air-Friendly Products

Many products you use in your home, in the yard, or at the office are made with smog-forming chemicals that escape into the air when you use them. Here's a few ways to put a lid on products that pollute:

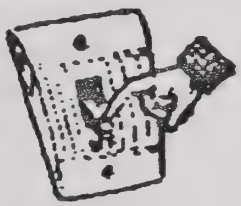
17. Select products that are water-based or have low amounts of volatile organic compounds (VOCs).
18. Use water-based paints. Look for paints labeled zero-VOC.
19. Paint with a brush, not a sprayer.
20. Store solvents in air-tight containers.
21. Use a push or electric lawn mower.
22. Start your barbecue briquettes with an electric probe. Or use a propane or natural gas barbecue.



Save Energy

Saving energy helps reduce air pollution. Whenever you burn a fossil fuel, you pollute the air. Use less gasoline, natural gas, and electricity (power plants burn fossil fuels to generate electricity):

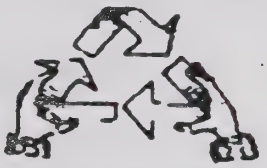
23. Turn off the lights when you leave a room.
24. Replace energy-hungry incandescent lights with fluorescent lighting.
25. Check with your utility company for energy conservation tips.
26. Use a programmable thermostat that automatically turns off the air conditioner or heater when you don't need them.
27. Add insulation to your home.
28. Use a fan instead of air conditioning.
29. Use an EPA-approved wood burning stove or fireplace insert.
30. Microwave small meals.
31. Insulate your water heater.
32. Install low-flow shower heads.



Waste Not

It takes energy to make and sell the products we use. Here are ways to cut energy use, reduce air pollution, and save money.

33. Choose recycled products.
34. Choose products with recyclable packaging.
35. Reuse paper bags.
36. Recycle paper, plastics, and metals.
37. Print and photocopy on both sides of paper.



Watch Out for the Small Stuff

When you breathe, very small particles such as dust, soot, and acid droplets can slip past your lung's natural defense system. These particles get stuck deep in your lungs and may cause problems increased asthma attacks, more bronchitis and other lung diseases, less resistance to infections, and even premature death for the elderly or people who are already ill. Here are a few things you can do to reduce PM10 pollution and protect yourself:

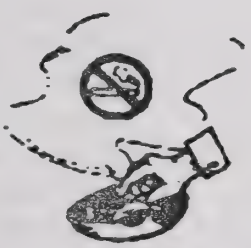
38. Don't use your wood stove or fireplace on days with unhealthy air.
39. Avoid using leaf blowers and other types of equipment that raise a lot of dust. Try using a rake or broom.
40. Drive slowly on unpaved roads.
41. Drive less, particularly on days with unhealthy air.
42. Avoid vigorous physical activity on days with unhealthy air.



Know the Inside Story

Air pollution is a problem indoors and out. Most people spend at least 80 percent of their lives indoors. Here are some ways you can reduce pollution in your home, office, or school:

43. Don't smoke. If someone must smoke, send them outdoors.
44. Some products such as cleaning agents, paints, and glues contain dangerous chemicals. Use them outdoors or with plenty of ventilation indoors.
45. Use safer products, such as baking soda instead of harsher cleaners.
46. Don't heat your home with a gas cooking stove.
47. Have your gas appliances and heater regularly inspected and maintained.
48. Clean frequently to remove dust and molds.



Speak Up for Clean Air

Now that you have read this pamphlet, you know more about reducing air pollution than most people.

Try some of the ways described above. It will make a difference. Then, let other people know what you've found out.:

49. Write to your local paper. Support action for healthy air.
50. Let your elected representatives know you support action for cleaner air.

APPENDIX "D"

ORDINANCE NO. 147

AN ORDINANCE OF THE CITY OF GRAND TERRACE TO IMPLEMENT TRANSPORTATION CONTROL MEASURES FROM THE 1991 AIR QUALITY MANAGEMENT PLAN AND 1992 FEDERAL ATTAINMENT PLAN FOR CARBON MONOXIDE.

WHEREAS, residents in the South Coast Air Basin (SCAB) and portions of the South East Air Basin (SEDAB) under the South Coast Air Quality Management District's (District) jurisdiction, breath unhealthful air one in every three days; and

WHEREAS, the SCAB which encompassed the nondesert portions of the Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County, exceeds the federal and state ambient air quality standards for carbon monoxide (CO), nitrogen dioxide (NO2), ozone and fine particulate matter (PM10); and

WHEREAS, the Southern California Associated Governments (SCAG) projects the region's population to grow 31 percent in 2010, from 12.7 million today to 15.7 million; and

WHEREAS, increases in population means increase in vehicle miles traveled (VMT) and vehicle trips (VT), which translates into increased emissions from mobile sources; and

WHEREAS, the California Clean Air Act (CCAA) requires severely polluted areas, such as SCAB, to achieve an average of 1.5 or more persons per passenger vehicle during weekday commute hours by 1999 (Health and Safety Code Section 40920 (a)(2); and

WHEREAS, the CCAA state that severely polluted areas are to be demonstrated no net increase in vehicle emissions after 1997 (Health and Safety Code Section 40920 (a)(2); and

WHEREAS, areas with serve pollution are required by the CCAA to substantially reduce the rate in passenger vehicle trip and miles traveled per trip (Health and Safety Code Section 40919 (a)(3)); and

WHEREAS, the District Governing Board and Southern California Associated Governments Executive Committee adopted the 1991 Air Quality Management Plan (AQMP) to meet the requirement of the 1988 CCAA; and

WHEREAS, sever areas for ozone must adopt specific enforceable transportation control measures (TCMs) to offset any growth in emissions due to increased VMT or VT

(FCAA Section 182 (d)(A) and 187 (b)(2)); and

WHEREAS, VMT must be forecast for each year up to year of attainment (FCAA Section 187 (a)(2)(A)) for CO; and

WHEREAS, contingency measures must be implemented if any estimate of VMT submitted in an annual report exceeds that predicted in the most recent forecast, or if the SCAB fails to meet the federal CO standards by the attainment date (FCAA Section 187 (a)(3)); and

WHEREAS, the District Governing Board adopted the 1992 Federal Attainment Plan for Carbon Monoxide (CO Plan) on November 3, 1992 to demonstrate attainment of the federal ambient air quality standards for carbon monoxide; and

WHEREAS, the 1991 AQMP calls for local governments to implement local government Transportation Control Measures by December 31, 1992; and

WHEREAS, the 1992 CO Plan calls for local governments to implement these TCM's by December 31, 1993; and

WHEREAS, the City of Grand Terrace will participate with the SANBAG and other local jurisdictions to develop a centralized monitoring program to provide information needed to periodically update the subregional transportation model, to track implementation of local actions which have, or will be, taken as part of both the subregional implementation program, and assist in determining the effectiveness of the actions; and

WHEREAS, this ordinance is likely to be deemed and enforceable mechanism for implementing the TCM's by the ARB and EPA; and

WHEREAS, this ordinance and any necessary implementation plans will be submitted to the District to be transmitted to ARB and EPA for inclusion in the SIP; and

WHEREAS, the impacts of these actions have been quantified using methodologies that are consistent with the guidance from the District; and

WHEREAS, local governments that adopt ordinances that are estimated to achieve their target reduction would be exempt from the backstop rule; and

WHEREAS, implementation of a comprehensive trip reduction strategy can improve the City's public health and safety, reduce congestion, and improve air quality.

WHEREAS, the City of Grand Terrace hereby states its commitment for a good faith effort to meet the City's trip reduction target in order to avoid to the maximum extent possible application of the District back stop rules; and

WHEREAS, the City expresses reservations concerning meeting the target alone, and

the City believes that several cities together and/or the subregional agencies should be responsible for meeting a target instead.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF GRAND TERRACE, CALIFORNIA, DOES ORDAIN AS FOLLOWS:

SECTION 1. The City Council of the City of Grand Terrace finds that:

(a) Properly noticed Public Hearings have been held before the Planning Commission and the City Council of the City of Grand Terrace in the County of San Bernardino, State of California, pursuant to the Planning and Zoning Law of the State of California and the Municipal Code of the City of Grand Terrace.

(b) Adoption of this ordinance is exempt from the California Environmental Quality Act (CEQA) per section 15308 of the guidelines to that act that implements the protection of the environment.

(c) The 1991 Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB), the 1991 Air Quality Attainment Plan for the Southeast Desert Air Basin (SEDAB), and the 1992 Federal Attainment Plan for Carbon Monoxide (CO Plan) include transportation control measures (TCM's) for implementation by local governments; and

(d) San Bernardino Associated Governments (SANBAG) is required to provide documentation on local implementation of TCM's to support SCAG's conformity finding for approximately $2 billion in currently unprogrammed local and regional transportation projects; and

(e) the congestion Management Program as required by Government Code section 65088, and as enacted for the County of San Bernardino and as amended by action of the SANBAG Board of Directors on April 7, 1993, requires South Coast Air Basin Jurisdictions to commit to actions by June 30, 1993, and to Adopt a transportation control measure ordinance by December 31, 1993 as a measure of compliance or risk losing state subvention funds; and

(f) the City Council adopted Resolution 93-23 on June 23, 1993, committing to adoption of a transportation control measures ordinance, and a second resolution is expected to be adopted on November 10, 1993;

SECTION 2. Section 16.04.040 is added to Title 16 of the City of Grand Terrace Municipal Code, with revisions to Section 16.04.020 to read:

16.04.020 Definitions

D. "South Coast Air Quality Management District", or "SCAQMD" means the South Coast Air District as defined in Section 40400 et seq of the Health and Safety Code and is the agency that is responsible for comprehensive air pollution control in the South Coast Air Basin (SCAB) and certain areas of the Southeast Desert Air Basin (SEDAB).

E. "FCAA" means the Federal Clean Air Act Amendments of 1990.

F. "CCAA" means the 1988 California Clean Air Act.

G. "Transportation Control Measure", or "TCM" means any strategy for reducing

mobile source emissions through reduction of trips, vehicle miles traveled, vehicle hours traveled, traffic congestion, vehicle idling, or vehicle use.

H. "VMT" means Vehicle Miles Traveled, the total miles traveled by a vehicle or vehicles over a particular period, whether over a 24-hour period, over an average vehicle trip, etc.

I. "VT" means Vehicle Trip, one-way trip from an origin to any destination.

J. "Employer" means any person(s), firm, business, educational institution, government agency, non-profit agency or corporation, or other entity.

16.04.040 General Provisions for Trip Reductions

A. Purpose. The purpose of this section is to reduce vehicle trips thereby reducing air pollution and improving air quality, to comply with State Law, and to promote an improved quality of life. These actions are to be incorporated into new development so as to meet congestion management goals at a minimum cost and disruption to citizens, business and industry.

B. Design standards for development.

(1) Require bicycle parking facilities as a percentage of auto parking spaces in new non-residential development or require secured lockers. For new non-residential and multi-family (of 10 or more units) development or remodel when discretionary review is required. Parking racks and secured lockers at a rate of 1 per 30 parking space with a minimum of three-bike rack.

(2) On-site pedestrian walkways and bicycle facilities to connect each building in the development to public streets. For new non-residential and multi-family development.

(3) Require shower facilities for persons bicycling or walking to work. For new non-residential development. Minimum of one shower facility accessible to both men and women (CMP threshold or 1/2 CEQA, or 250 peak hour trips).

(4) Passenger loading areas in locations close to building entrances and so as not to interfere with vehicle circulation. For new non-residential and multi-family (of 10 or more units) development with at least 100 parking spaces. Loading area = equivalent to a minimum of 5 parking spaces.

(5) Preferred parking facilities for vanpools are required and should have vertical clearance of no less than 9'. For new non-residential development 1-2 spaces per 100 parking stalls.

(6) Provide transit improvements such as bus pullouts, bus pads, bus shelters. Need for and nature to be defined in cooperation with Omnitrans. For all new residential and non-residential development along existing or planned transit routes.

(7) Provide telecommuting center or contribute toward the development of a telecommuting center. For new residential development of 20 +

units.

(8) Provide on-site video conferencing facilities. For office park developments for 1000 + employees.

(9) Reduce parking space requirements to account for increased ridesharing and other modes of transportation. For new non-residential development linked to other actions that reduce trips.

(10) Require provisions for shuttle services to and from transit facilities.

(11) Require provisions or contributions to a shuttle that accesses transit facilities.

(12) Require provisions for on-site child care facilities and ground-level play areas, or contribute to development of an off-site facility within walking distance.

(13) Require provisions for delivery services to residents and\or employment centers in the vicinity.

C. New facilities.

(1) Develop bicycle route system consistent with SCAGs Regional Mobility Element. To be determined based on Countywide Bicycle plan.

(2) Designate on-site parking areas to be used by commuters as park-and-ride lots or contribute exaction fee to develop off-site park-and-ride lots.

(3) Development of small business incubator (possible CMAC funding ISTEA).

(4) Install or widen sidewalks, where appropriate to safely accommodate pedestrians.

D. Land Use Patterns.

(1) Increase commercial densities around transit stations. (Suggested Level of Implementation: Commercial Density of 1.0 FAR [or higher] within 1/4 mile of transit modes or stations.)

(2) Provide incentives to incorporate on-site child care facilities and senior citizen facilities. (Suggested Level of Implementation: Child care and senior citizen uses calculated at 50% [25-75%] or actual floor area.)

(3) Require residential subdivisions to incorporate supportive daily services that are centrally located and conveniently accessibly to pedestrians and bicyclist.

E. Employer-based rideshare program.

(1) Require provision of a centrally-located commuter information area that offers information on available transportation alternatives, route schedules and maps, available employee incentives, and rideshare promotional material for employers of less than 100 employees.

prior to the issuance of a building permit for new building or an addition to an existing building, all facilities and improvements imposed by this section shall be constructed or otherwise provided.

G. Enforcement.

(1) The Community Development Director or Director's duly designated representative is responsible for the enforcement of the provisions in these sections.

(2) No person, firm, or corporation, shall violate or otherwise fail to comply with any of the provision of this section. The failure to implement the trip reduction measures made applicable by the section shall be punishable as provided in Chapter 4.88 and Chapter 18.93 of the Grand Terrace Municipal Code.

16.040.050 Additional Actions - City Programs.

A. Purpose. These additional actions will be considered by the City of Grand Terrace to offset any lack of future development.

(1) Educational Program. Continue outreach program/educational program with the purpose of reducing non-work and work trips (AB2766-Contract No.C93056).

(2) Park and Ride facilities. Develop two (2) park and ride facilities with access to Barton Road.

(3) Bike Trails. Install bike lanes and related street improvements and landscaping on currently used routes along the southwestern portion of Main Street to Mt. Vernon and to the northeastern portion of Barton Road.

(4) Telecommuting. Develop employee based telecommuting option to be authorized on a one by one basis.

(5) Local shuttle system that serves only residents and businesses of Grand Terrace, within City boundaries.

(6) Bus Route Expansion within the City to increase the opportunity to commute by bus.

SECTION 3. The proposed Zoning Amendment No. Z-93-04, set forth in this ordinance is approved by the City Council.

SECTION 4. Effective Date: This Ordinance shall be in full force and effect at 12:01 a.m. on the 31st day of its adoption.

SECTION 5. Posting: The City Clerk shall cause this Ordinance to be posted in three (3) public places within 15 days of its adoption, as designated for such purpose by the City Council.

SECTION 6. First read at a regular meeting of the City Council of said City held on the 16th day of December, 1993, and finally adopted and ordered posted at a regular meeting of said City Council on the 13th day of January 13th, 1994.

ATTEST:

Brenda Stanfill
City Clerk of the City of Grand Terrace and of the City Council Thereof.

Mayor of the City of Grand Terrace and of the City Council thereof.

I, Brenda Stanfill of the City of Grand Terrace, do hereby certify that the foregoing Ordinance was introduced and adopted at a regular meeting of the City Council of the City of Grand Terrace held on the 13th day of January, 1994 by the following vote:

AYES: COUNCILMEMBER CARLSTROM, HILKEY, AND SINGLEY; MAYOR PRO TEM CHRISTIANSON

NOES: NONE

ABSENT: MAYOR MATTESON

ABSTAIN: NONE

Brenda Stanfill
City Clerk

Approved as to form:

John Hagar
City Attorney

APPENDIX "E"

LIST OF THE GOALS AND OBJECTIVES OF THE AIR QUALITY ELEMENT ARRANGED BY EACH TOPIC DISCUSSED IN THE ELEMENT

A. TOPIC ONE - GOVERNMENTAL ORGANIZATIONS, ROLES AND RESPONSIBILITIES

GOAL: To Reduce emissions at the local level by providing leadership, with the guidance from regional and subregional agencies, to the business owners and residents of the City of Grand Terrace on air quality improvement efforts.

Objective 1: *Develop a local air quality education program.*

Objective 2: *Encourage community participation.*

Objective 3: *Coordinate with San Bernardino County, SANBAG and adjacent jurisdictions for consistent and integrated air quality improvement programs.*

Objective 4: *Encourage innovative approaches.*

B. TOPIC TWO - GROUND TRANSPORTATION

GOAL: To support the development of a diverse multi-modal and efficiently operated ground transportation system which generates the minimum feasible pollutants.

Objective 5: *Eliminate Vehicle Trips (VT).*

Objective 6: *Reduce Vehicle Miles Traveled (VMT).*

Objective 7: *Support the reduction in vehicle emissions at the local level.*

Objective 8: *Support congestion management activities.*

Objective 9: *Support the expansion of transit services within the City of Grand Terrace and in the region.*

Objective 10: *Provide safe bicycle and pedestrian pathways and facilities to encourage non-motorized trips.*

Objective 11: *Support activities which would improve vehicle transportation technology.*

C. TOPIC THREE - LAND USE AND AIR QUALITY

GOAL: To achieve a pattern of land use which can be efficiently served by a

diversified/multi-modal transportation system and land development projects which directly and indirectly generate the minimum feasible air pollutants.

Objective 12: *Manage growth by insuring the timely provision of infrastructure including transportation facilities to serve new development.*

Objective 13: *Improve the balance between jobs and housing in order to create a more efficient form.*

Objective 14: *Protect Sensitive Receptors from the health hazards from air pollution.*

Objective 15: *Integrate air quality planning with the land use and transportation planning process.*

Objective 16: *Promote the use of lighter colored roofing and road materials.*

D. TOPIC FOUR - TREE PLANTING TO REDUCE AIR POLLUTION

GOAL: Support tree planting programs to reduce air pollution.

Objective 17: *Implement an urban and community forestry program for tree planting and management as defined by the U.S. Department of Agriculture, Forest Service, Southern Region.*

E. TOPIC FIVE - NON-MOTORIZED EMISSIONS

GOAL: To seek the minimum practicable emissions from the construction and operation of roads and building.

Objective 18: *Reduce particulate emissions from roads, parking lots, and construction sites.*

F. TOPIC SIX - -ENERGY CONSERVATION

GOAL: To reduce emissions through reduced energy consumption.

Objective 19: *Reduce energy consumption through energy conservation improvements and requirements.*

Objective 20: *Reduce emissions resulting from swimming pool water heaters and residential and commercial water heaters.*

Objective 21: *Promote the local recycling of wastes and use of recycled materials.*

Community and Economic Development
Department

NEGATIVE DECLARATION

Pursuant to the California Environmental Quality Act, a Negative Declaration is hereby filed on the below referenced project, on the basis that said project will not have a significant effect on the environment.

DESCRIPTION OF THE PROJECT:

GPU-99-01, and E-98-15, an amendment to the General Plan of the City of Grand Terrace to add an Air Quality Element

APPLICANT: City of Grand Terrace

LOCATION: City Wide

FINDING OF NO SIGNIFICANT EFFECTS:

Based on the attached Initial Study, there is no substantial evidence that the project will have a significant impact on the environment.

Patrizia Materassi
Community and Economic Development Director
City of Grand Terrace

Date

PM:JL:jl
c:\wp61\...\planning\john\air\e9815.ne

City of Grand Terrace

Community and Economic Development Department

Environmental Checklist Form

1. Project Title: City of Grand Terrace General Plan Revision—Add an Air Quality Element

2. Lead Agency Name and Address: City of Grand Terrace
Community and Economic Development Department
22795 Barton Road
Grand Terrace, CA 92313

3. Contact Person and Phone Number: Patrizia Maserassi, Community and Economic Development Director: (909) 430-2247

4. Project Location: City - Wide, City of Grand Terrace, CA 92313

5. Project Sponsor's Name: City of Grand Terrace Community and Economic Development Department

6. General Plan Designation: N/A

7. Zoning: N/A

8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The proposed project is an update and revision of the General Plan of the City of Grand Terrace with the addition of an Air Quality Element. Over the years the South Coast Air Quality Management District has adopted several Air Quality Management Plans, most recently in 1997. The Air Quality Management Plan calls upon local governments to play an active role and assist governmental efforts in reducing emissions through the implementation of specific actions. The proposed Air Quality Element, which will become part of the General Plan of the City of Grand Terrace, will act as a guide to the City in meeting its obligations to assist in improving the region's air quality.

The proposed Element discusses the need for an Air Quality Element by discussing the history of air pollution in the South Coast Air Basin which includes the City of Grand Terrace and by outlining the effects of air pollution on public health. The Element describes in some detail how the region does not meet state or federal air standards and how harmful air pollution is to public health. The Element, however, does point out that there has been a dramatic improvement in air quality in the South Coast Air Basin. Over the past 30 years, ozone levels have been reduced by about half in the South Coast Air Basin and other critical pollutant concentrations have significantly declined. Although, Air Quality in the Basin continues to improve, there is still much to be done.

In addition, the Element discusses the regulatory framework of the various governmental agencies which deal with air quality and describes how the City of Grand Terrace fits into this regulatory framework. Finally, the Air Quality Element focuses on programs that will allow the City of Grand Terrace to contribute to the attainment of regional, state and federal air quality standards. It includes governmental, transportation, land use local emissions, and energy conservation strategies which will assist in reducing the region's air pollution, thereby achieving improved local air quality.

Issues:

The City's General Plan Task Force, made up of seven members of the community, made several recommendations to the City in the form of a Strategic Action Plan which will aide and guide the City in the update of the General Plan. These recommendations include several areas which relate both directly and indirectly to activities to improve the City's air quality. The following issues have been addressed in the Air Quality Element:

1. *Community Image* - The General Plan Task Force of the City of Grand Terrace in its recommendations to improve the City's image called for the planting of trees "to beautify our major corridors." Tree planting has been shown to be effective in combating air pollution.

2. *Land Use* - The General Plan Task Force in its recommendations of the Strategic Action Plan recognized the need to emphasize a "village" atmosphere along Barton Road and to encourage pedestrian- ship. The Task Force also recommended that "mixed uses" be incorporated into the Barton Road Specific Plan. These land use recommendations will allow a more efficient use of public facilities, discourage the use of polluting modes of transportation, and promote a more livable community.

3. *Transportation* - The General Plan Task Force recommended in the Strategic Action Plan that the City of Grand Terrace continue to pursue a local shuttle and other alternative transportation modes such as bike lanes in and to the downtown area. The Task Force found that alternative transportation modes would reduce the number of vehicles on the road; keep traffic at a ore reasonable level; and encourage pedestrian uses—all activities which would help to improve local air quality.

   The City is not self-sufficient in regards to public transportation. The City needs transit facilities to serve the youth and senior citizens of the community. Public transportation besides serving the youth and seniors will both reduce vehicle trips and miles traveled thereby helping to improve the City's air quality.

   Additionally, if the recommendations of the North-South Corridor Study, as discussed in the Circulation Element of the General Plan, are ever adopted, the City should insure that the project sponsors provide mitigation to potential traffic impacts to City streets. Such mitigation measures will maintain desired LOS on City streets thereby preventing congestion and avoiding unnecessary adverse impacts to air quality.

4. *Blue Mountain* - The Task Force had several recommendation in regards to preserving and protecting the natural beauty of Blue Mountain, recognizing it as a strong visual image for the City of Grand Terrace. Activities which promote improvement in local air quality would also support preserving the views and beauty of Blue Mountain.

5. *Economic Development* - The Task Force made several recommendation for economic development in the City of Grand Terrace. These recommendations included promoting business development in the City and aiding in the expansion of local employment. These activities would provide more employment opportunities for local residents thereby helping to reduce vehicle miles traveled by commuters going to work and having a positive impact on the City's and region's air quality.

6. *Industrial Area* - The Task Force made several recommendation for economic development in the City of Grand Terrace. These recommendations included promoting business development in the City and aiding in the expansion of local employment. These activities would provide

more employment opportunities for local residents thereby helping to reduce vehicle miles traveled by commuters going to work and having a positive impact on the City's and region's air quality.

7. *Family & Children Orientation* - The Task Force made several specific recommendations to support the City's youth and family oriented culture through health and safety measures. Those activities which would improve air quality would also support such goals by lessening the health hazards associated with air pollution.

8. *Future Vision for Grand Terrace* - In addition, the General Plan Task Force formulated a "Vision for Grand Terrace" which will be guide the update of the General Plan. Those activities which would support the improvement in the City's air quality would also support the carrying out of the stated vision for Grand Terrace. The Vision calls for "...clean and quiet atmosphere, safe and attractive neighborhoods; lovely parks...outstanding panoramic views..." Reductions in air pollution would certainly enhance the attainment of these worthwhile goals.

9. *Governmental Organizations* - The Air Quality Management Plans, prepared in both 1994 and in 1997, contain approximately 20 control measures to be carried out by local government. These control measures cover such specific areas as emission reductions, energy conservation, fugitive dust, transportation control measures, and advanced transportation technology incentives. The Air Quality Element will address these issues.

In addition, the Southern California Association of Governments (SCAG) has prepared a Regional Transportation Plan (RTP), which is a 20-year transportation blueprint for Southern California. The RTP outlines a long-range strategy to meet mobility, financial, and air quality requirements. It must show how the region will meet Federal air quality standards and other needs based on realistic estimates of transportation funding. The various programs of this Plan requiring local government support to improve air quality will be included in the Air Quality Element.

10. *AB 2766* - The air districts in the State of California annually fund alternative fuel vehicles and other transportation-related programs through a legislative program which uses a portion of vehicle license fees paid by state car owners. Commonly referred to as "AB 2766 Funds," these monies are distributed to the local air districts by the State Department of Motor Vehicles based on the number of vehicles in the area. Each air district has its own established funding cycle and guidelines for accepting project proposals.

On April 11, 1997, the Governing Board of the South Coast Air Quality Management District approved, in concept, a two-year, $26 million FY 1997-99 AB 2766 Discretionary Fund Work Program, including a $6.5 million Local Government Subvention Fund Match Program. Through a simplified application process, this program provides a 25% match to cities and counties within the South Coast Air Quality Management District's jurisdiction that receive AB 2766 City Subvention Funds. The program is designed to encourage cities and counties to implement projects which have a high potential for reducing motor vehicle emissions.

11. *Clean Cities* - Clean Cities is a locally-based government/industry partnership, coordinated by the U.S. Department of Energy to expand the use of alternatives to gasoline and diesel fuel. Unlike traditional "top-down" federal programs, Clean Cities uses a "grass roots" approach to develop the alternative fuels market, relying on locally based government/industry partnerships coordinated by the Department of Energy to expand the use of alternatives to gasoline and diesel fuel. Local decision makers from both the public and private sectors work as volunteer

partners to create and carry out an effective implementation plan for their cities with the ultimate goal of creating sustainable, nationwide alternative fuels market.

12. *Southern California Economic Partnership* - In 1994, the Southern California Association of Governments and the South Coast Air Quality Management District created the Southern California Economic Partnership (the Partnership). The Partnerships is a non-profit organization and was established with the specific mission of developing plans to implement advanced transportation technologies throughout the region.

    To aid Southern California Cities and counties in advanced technology deployment, The Partnership has developed a "Model City Starter Kit" for each of the technologies. These books provide goals and objectives, implementation worksheets, model policies, model resolutions, and other suggested programs to develop advanced transportation technologies.

Statement of Goals

To address the above list of issues, the Air Quality Element establishes the following goals:

1. To reduce emissions at the local level by providing leadership, with the guidance from regional and subregional agencies, to the business owners and residents of the City of Grand Terrace on air quality improvement efforts.

2. To support the development of a diverse multi-modal and efficiently operated ground transportation system which generates the minimum feasible pollutants.

3. To achieve a pattern of land use which can be effectively served by a diversified/multi-modal transportation system and land development projects which directly and indirectly generate the minimum feasible air pollutants.

4. To seek the minimum practicable emissions from the construction and operation of roads and buildings.

5. To reduce emissions through reduced energy consumption.

9. Surrounding Land Uses and Settings: (Briefly describe the project's surroundings.)

North: N/A.
East: N/A.
South: N/A.
West: N/A.

10. Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement)

San Bernardino County Association of Governments (SANBAG), Southern California Association of Governments (SCAG), South Coast Air Quality Management District

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- ☐ Land Use and Planning
- ☐ Population and Housing
- ☐ Geological Problems
- ☐ Water
- ☐ Air Quality
- ☐ Transportation/Circulation
- ☐ Biological Resources
- ☐ Energy and Mineral Resources
- ☐ Hazards
- ☐ Noise
- ☐ Mandatory Findings of Significance
- ☐ Public Services
- ☐ Utilities and Services Systems
- ☐ Aesthetics
- ☐ Cultural Resources
- ☐ Recreation

Determination:

On the basis of this initial evaluation (To be completed by the Lead Agency):

■ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Signature	Date
Patrizia Materassi	Community and Economic Development Director
Printed Name	Title

Evaluation of Environmental Impacts:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) "Potential Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potential Significant Impact" entries when the determination is made, and EIR is required.

4) "Potential Significant Unless Mitigated Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potential Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier Analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

Issues (and Support Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. Land Use and Planning. Would the proposal:				
a) Conflict with general plan designation or zoning? (Source: General Plan Categories Map; Zoning District Map; BRSP District Map)	☐	☐	☐	■
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project? (Proposed Element conforms to AQMP and County Air Quality Element)	☐	☐	☐	■
c) Be incompatible with existing land use in the vicinity? (Zoning District Map, BRSP- Zoning Regulations, City Zoning Code)	☐	☐	☐	■
d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)? (There are no significant agricultural resources in Grand Terrace)	☐	☐	☐	■
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? (No specific development proposed by the Element)	☐	☐	☐	■

A brief explanation to answer I:

The proposed Air Quality Element supports a pattern of land uses which can be efficiently served by a diversified/multi-modal transportation system and land development projects which directly and indirectly generate the minimum feasible air pollutants. Implementing Actions of the Air Quality Element have been prepared consistent with the City's General Plan Land Use Element and Zoning Code. No potential adverse impacts to land use and planning policies are expected to result from implementation of the Air Quality Element as no specific development projects are proposed. The Element simply describes actions to regulate land use in the City so as to improve the City's overall air quality.

II. Population and Housing. Would the proposal:				
a) Cumulatively exceed official regional or local population projections? ( )	☐	☐	☐	■
b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)? ( )	☐	☐	☐	■
c) Displace existing housing, especially affordable housing? ( )	☐	☐	☐	■

Issues (and Support Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact

A brief explanation to answer II:

The proposed project is the addition of an Air Quality Element to the General Plan. No specific development projects are proposed by the Air Quality Element. No potential adverse impacts to housing policies are expected to result from implementation of the project as the addition of the Air Quality Element will not induce substantial growth in the City.

III Geologic Problems. Would the proposal result in or expose people to potential impacts involving:

a)	Fault rupture? (General Plan MEA/EIR - ES-4)	☐	☐	☐	■
b)	Seismic ground shaking?(GP MEA/EIR-II-1)	☐	☐	☐	■
c)	Seismic ground failure, including liquefaction? (GP MEA/EIR - II-1)	☐	☐	☐	■
d)	Seiches, tsunami, or volcanic hazard? (GP MEA/EIR II-1)	☐	☐	☐	■
e)	Landslides or mudflows? (GP MEA/EIR II-1)	☐	☐	☐	■
f)	Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? (GP MEA/EIR II-20)	☐	☐	☐	■
g)	Subsidence of the land? (GP MEA/EIR II-1, Append B)	☐	☐	☐	■
h)	Expansive soil? (GP MEA/EIR II-1, Append B-4)	☐	☐	☐	■
I)	Unique geologic or physical features? (GP MEA/EIR II-1)	☐	☐	☐	■

A brief explanation to answer III:

The proposed project is the addition of an Air Quality Element to the General Plan. As no specific development projects are proposed, the project is not expected to result in or expose people to potential geologic problems.

Issues (and Support Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. Water. Would the proposal result in:				
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? (GP MEA/EIR II-1 Append B)	☐	☐	☐	■
b) Expose to people or property to water related hazards such as flooding? (GP MEA/EIR II-1)	☐	☐	☐	■
c) Discharge into surface water or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)? (GP MEA/EIR II-1)	☐	☐	☐	■
d) Changes in the amount of surface water in any water body? (GP MEA/EIR II-1)	☐	☐	☐	■
e) Changes in currents, or the course or direction of water movements? ( )	☐	☐	☐	■
f) Changes in the quality of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capability? (GP MEA/EIR II-1)	☐	☐	☐	■
g) Altered direction or rate of flow of groundwater? (GP MEA/EIR II-1)	☐	☐	☐	■
h) Impacts to groundwater quality? (GP MEA/EIR II-1, and 97 Regional WCA Report)	☐	☐	☐	■
I) Substantial reduction in the amount of groundwater otherwise available for public water supplies? (GP MEA/EIR II-1)	☐	☐	☐	■

A brief explanation to answer IV:

As no specific development projects are proposed by the Air Quality Element, no potential adverse impacts to drainage patterns or ground water are expected to result from implementation of the project.

Issues (and Support Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. Air Quality. Would the proposal:				
a) Violate any air quality standard or contribute to an existing or projected air quality violation? (GP MEA/EIR II-14, and AQMP)	☐	☐	☐	■
b) Expose sensitive receptors to pollutants? (The Element contains an implementing action to reduce such exposure)	☐	☐	☐	■
c) Alter air movement, moisture, or temperature, or cause any change in climate? (Any such implementing actions are designed to have a positive effect on the region's air quality)	☐	☐	☐	■
d) Create objectionable odors? (No specific odor causing proposals are included in the Element)	☐	☐	☐	■

A brief explanation to answer V:

The proposed addition of the Air Quality Element to the General Plan will act as a guide to the City of Grand Terrace in carrying out its responsibilities as a local government entity to assist in improving the region's air quality. As such, all of the effects of adopting the Element will be positive in terms of reducing the region's and City's air pollution.

VI. Transportation/Circulation. Would the proposal result :					
a)	Increase vehicle trips or traffic congestion? (Trans. Engineering and Planning Consultant)	☐	☐	☐	■
b)	Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses? ( )	☐	☐	☐	■
c)	Inadequate emergency access or access to nearby uses? ( )	☐	☐	☐	■
d)	Insufficient parking capacity on-site or off-site?	☐	☐	☐	■
e)	Hazards or barriers for pedestrians or bicyclists? (TCM Ordinance 147)	☐	☐	☐	■
f)	Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (TCM Ordinance 147)	☐	☐	☐	■
g)	Rail, waterborne or air traffic impacts? ( )	☐	☐	☐	■

Issues (and Support Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact

Brief explanation to answer VI:

The proposed Air Quality Element calls for several implementing actions which would have a positive impact on the City's transportation/circulation facilities. To reduce air pollution, the Element calls for eliminating vehicle trips, reducing vehicle miles traveled, supporting congestion management activities and implementing the TCM Ordinance No. 147. While improving air quality, all of these activities will also improve the efficiency of the City's transportation system.

VII. Biological Resources. Would the proposal result in impacts to:

a)	Endangered, threatened, or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)? (GP MEA/EIR II-20, Append C)	☐		☐	☐	■
b)	Locally designated species (e.g., heritage trees)? (GP MEA/EIR II-20)	☐		☐	☐	■
c)	Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)? (GP MEA/EIR II-20)	☐		☐	☐	■
d)	Wetland habitat (e.g., marsh, riparian, and vernal pool)? ( )	☐	☐		☐	■
e)	Wildlife dispersal or migration corridors? (GP MEA/EIR II-20)	☐	☐		☐	■

Brief explanation to answer VII:

No endangered or sensitive biological resources have been identified in the City. No potential adverse impacts to biological resources are expected to result from implementation of the project.

Issues (and Support Information Sources):		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. Energy and Mineral Resources. Would the proposal:					
a)	Conflict with adopted energy conservation plans? (GP MEA/EIR II-19, and Append D)	☐	☐	☐	■
b)	Use non-renewable resources in a wasteful and inefficient manner?	☐	☐	☐	■
c)	Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? (GP MEA/EIR II-19, and Append B)	☐	☐	☐	■

Brief explanation to answer VIII:

No mineral resources have been identified in the City. The proposed Air Quality Element is not expected to affect energy conservation plans or non-renewable resources. No potential adverse impacts to energy or mineral resources are expected to result from implementation of the project.

Issues (and Support Information Sources):		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. Hazards. Would the proposal involve:					
a)	A risk of accidental explosion or release of hazardous substance (including, but not limited to: oil, pesticides, chemicals, or radiation)? (GP MEA/EIR II-7)	☐	☐	☐	■
b)	Possible interference with emergency response plan or emergency evacuation plan? (GT Emergency Plan, and GP MEA/EIR II-13)	☐	☐	☐	■
c)	The creation of any health hazard or potential health hazard? (GP MEA/EIR II-1)	☐	☐	☐	■
d)	Exposure of people to existing sources of potential health hazards? (GP MEA/EIR II-1)	☐	☐	☐	■
e)	Increase fire hazard in areas with flammable brush, grass, or trees? (GP MEA/EIR II-6)	☐	☐	☐	■

Brief explanation to answer IX:

Implementation of the proposed Air Quality Element is not expected to result in adverse impacts relative to hazards. It will actually reduce the exposure of people to existing sources of potential health hazards by helping to improve air quality and reduce air pollution.

X. Noise. Would the proposal result in:					
a)	Increase in existing noise levels? (GP MEA/EIR II-10)	☐	☐	☐	■
b)	Exposure of people to severe noise levels? (GP MEA/EIR II-10)	☐	☐	☐	■

Issues (and Support Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact

Brief explanation to answer X.

Implementation of the proposed Air Quality Element is not expected to result in adverse impacts relative to noise as no noise generating activities are proposed.

XI. Public Services. Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

a)	Fire protection? ( )	☐	☐	☐	■
b)	Police protection? ( )	☐	☐	☐	■
c)	Schools? ( )				
d)	Maintenance of public facilities,	☐	☐	☐	■
	including roads? ( )	☐	☐	☐	■
e)	Other governmental services? ( )	☐	☐	☐	■

Brief explanation of answer XI.

The implementation of the Air Quality Element is not expected to have a significant impact on public services. There will be some minor adjustments required on the part of City departments to promote the use of lighter colored roofing and road materials, dust control measures and comply with energy conservation measures with many of activities already being done.

Issues (and Support Information Sources):		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. Utilities and Services Systems. Would the proposal result in a need for new systems or supplies, or substantial alternations to the following utilities:					
a)	Power or natural gas? (GP MEA/EIR II-32, II-33)	☐	☐	☐	■
b)	Communications systems? (GP MEA/EIR II-33)	☐	☐	☐	■
c)	Local or regional water treatment or distribution facilities? (GP MEA/EIR II-30)	☐	☐	☐	■
d)	Sewer or septic tanks? (GP MEA/EIR II-30)	☐	☐	☐	■
e)	Storm water drainage? (GP MEA/EIR II-33)	☐	☐	☐	■
f)	Solid waste disposal? (GP MEA/EIR II-32)	☐	☐	☐	■
g)	Local or regional water supplies? (GP MEA/EIR II-30)	☐	☐	☐	■

Brief explanation of answer XII.

Implementation of the proposed Air Quality Element is not expected to result in adverse impacts relative to utilities or services systems.

XIII. Aesthetics. Would the proposal:					
a)	Affect a scenic vista or scenic highway? (GP MEA/EIR II-22)	☐	☐	☐	■
b)	Have a demonstrable negative aesthetic effect? ( )	☐	☐	☐	■
c)	Create light or glare? ( )	☐	☐	☐	■

Brief explanation to answer XIII.

Implementation of the proposed Air Quality Element is not expected to result in adverse impacts relative to aesthetics. It will actually result in a positive aesthetic impact because of increased visibility improving the views of local landmarks such as Blue Mountain and of tree planting for air pollution control.

Issues (and Support Information Sources):		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. Cultural Resources. Would the proposal:					
a)	Disturb paleontological resources? (GP MEA/EIR II-20)	☐	☐	☐	■
b)	Disturb archaeological resources? (GP MEA/EIR II-20)	☐	☐	☐	■
c)	Affect historical resources? (GP MEA/EIR II-22)	☐	☐	☐	■
d)	Have the potential to cause a physical change which would affect unique ethnic cultural values? (GP MEA/EIR II-22)	☐	☐	☐	■
e)	Restrict existing religious or sacred uses within the potential impact area? ( )	☐	☐	☐	■

Brief explanation to answer XIV.

Implementation of the proposed Air Quality Element is not expected to result in adverse impacts relative to cultural resources.

XV. Recreation. Would the proposal:					
a)	Increase the demand for neighborhood or regional parks or other recreational facilities? (GP MEA/EIR II-21)	☐	☐	☐	■
b)	Affect existing recreational opportunities? (GP MEA/EIR II-21)	☐	☐	☐	■

Brief explanation to answer XV.

Implementation of the proposed Air Quality Element is not expected to result in adverse impacts relative to recreation; it may have a positive impact by allowing more outside activities that were previously curtailed because of air pollution.

Issues (and Support Information Sources):		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. Mandatory findings of significance.					
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal, eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	■
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	☐	☐	■
c)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of other probable future projects.)	☐	☐	☐	■
d)	Does the project have environmental effects which will cause substantial adverse effect on human beings, either directly or indirectly?	☐	☐	☐	■

Issues (and Support Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact

Brief explanation to answers XVI.

Less Than Significant Impact. Implementation of the proposed Air Quality Element is expected to improve air quality in the City. There will be additional positive impacts on related transportation measures such as eliminating vehicle trips, reducing vehicle miles traveled and supporting congestion management activities. As no impacts have been identified by this study, not even minor impacts, no cumulative effects are expected. Additionally, the Air Quality Element has been prepared in conformance with such regional plans as the 1997 Air Quality Management Plan, the Regional Transportation Plan and the San Bernardino County Air Quality Plan which should minimize any potential cumulative effects.

XVII. Earlier Analysis.

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR, or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets:

a) **Earlier analysis used.** Identify earlier analyses and state where they are available for review.

- Used the Grand Terrace General Plan Master Environmental Assessment and EIR for most of the base impact information. Both documents are available at the Grand Terrace Community and Economic Development Department.

b) **Impacts adequately addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measured based on the earlier analysis.

- Not Applicable

c) **Mitigation measures.** For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measured which were incorporated or refined from the earlier document and the extent they address site specific conditions for the project.

- Not Applicable

Issues (and Support Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact

PM:JL:jl
Grand Terrace Community and Economic
Development Dept

Authority: Public Resources Code Sections 21083 and 21087.
References: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151; Sunstrom v. County of Mendocino, 202 Cal.App.3d 296 (1988); Leonoff v. Monterey Board of Supervisors, 22 Cal.App.3d 1337 (1990)

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